The Literary Digest

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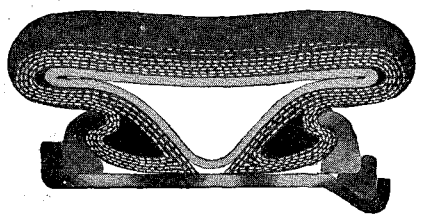
How Motorists Lose Millions by Not Knowing Tires

Goodyear tire sales just trebled last year—jumped to 8½ million dollars. Yet these patented tires, for most of the year, cost 20% more than other good tires. All because Goodyear No-Rim-Cut tires get rid of rim-cutting entirely. And because Goodyear tires are 10% oversize. These two features together double the worth of a tire.

Now these premier tires—because of enormous production—cost the same as other standard tires. And 64 leading motor car makers have contracted for them for 1911. Motor car owners can save millions of dollars by learning about these tires.

No Rim-Cutting

Goodyear No-Rim-Cut tires absolutely eliminate all danger of rim-cutting. And that ruins more tires than any other one cause. Let us explain how one Goodyear invention gets rid of this trouble entirely.



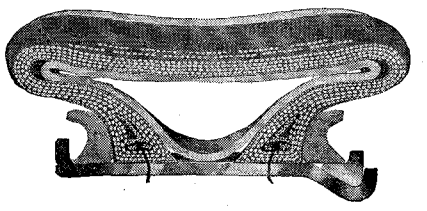
The picture shows an ordinary tire—a clincher quick-detachable—fitted in a standard universal rim. This is the rim adopted by all the big rim makers. The same principle is used in demountable rims.

All clincher tires have these hooks on the base. The rim flanges, with such tires, must be turned to hook inward—to grasp hold of this hook in the tire. That's how the tires are held on.

Note how the thin hook of the rim then digs into the tire. That is what causes rim-cutting. When the tire is deflated, as shown in the picture, it comes right against that thin edge. That's why driving one block on a flat tire may wreck it beyond repair.

The Goodyear Way

The next is a Goodyear No-Rim-Cut tire fitted in the same universal rim. The movable rim flanges are simply reversed to curve outward when you use this tire. For the Goodyear No-Rim-Cut tire has no hooks on the base—nothing to fit into these rim flanges.



The 63 Braided Wires

When the tire is deflated, as shown in the picture, it comes against the rounded edge. Rim-cutting is simply impossible.

We have sold half a million No-Rim-Cut tires. We have run them deflated in a hundred tests—as far as 20 miles—with never one instance of rim-cutting.

How We Control It

Unless a tire is to be hooked to the rim the base must be made unstretchable. And we control the only practical way to make an unstretchable base.

We do it by running 63 braided piano wires through the base on each side. Nothing whatever can stretch the tire over the rim.

When the tire is inflated those braided wires contract. The tire is then held to the rim by a pressure of 134 pounds to the inch. It can't creep on the rim, and no tire bolts are needed to hold it on.

Other makers—to meet the competition—run a single wire through the base, or use a hard rubber base. But neither device will do. The braided wires alone contract under inflation, and that is essential in a safe hookless tire.

Goodyear Tires 10% Oversize

Another fact is that Goodyear tires average 10 per cent oversize. That means 10 per cent more tire to carry the load. It means, on the average, 25 per cent additional mileage with no extra cost.

This oversize is vital, for motor car makers—in these days of close figuring—rarely provide a tire large enough for any extra load. When you add extras to your car—such as top, glass front, gas tank, gas lamps, etc.,—you overload the tires. The result is a blowout, and it often occurs while the tire is new.

Goodyear tires take care of these extras, because of their oversize. That fact alone, on the average car, will save 25 per cent on tire bills.

These tires which can't rim-cut cost this year just the same as tires that do. These oversize tires cost the same as skimpy tires. You can avoid all this trouble—save all this expense—by simply insisting on Goodyear No-Rim-Cut Tires.

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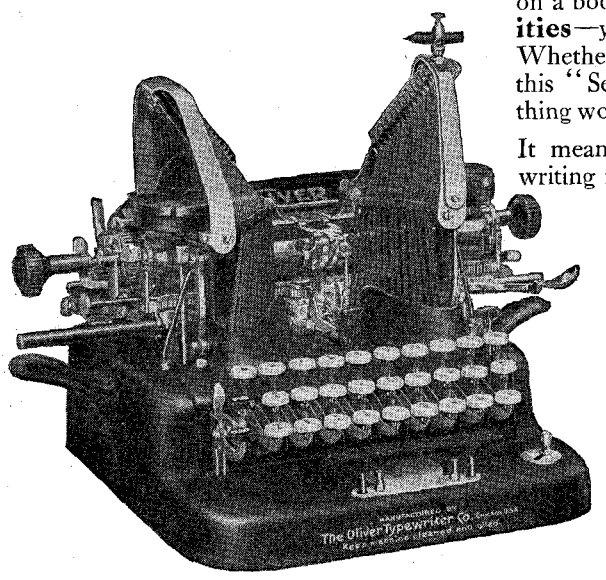

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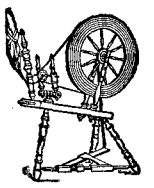

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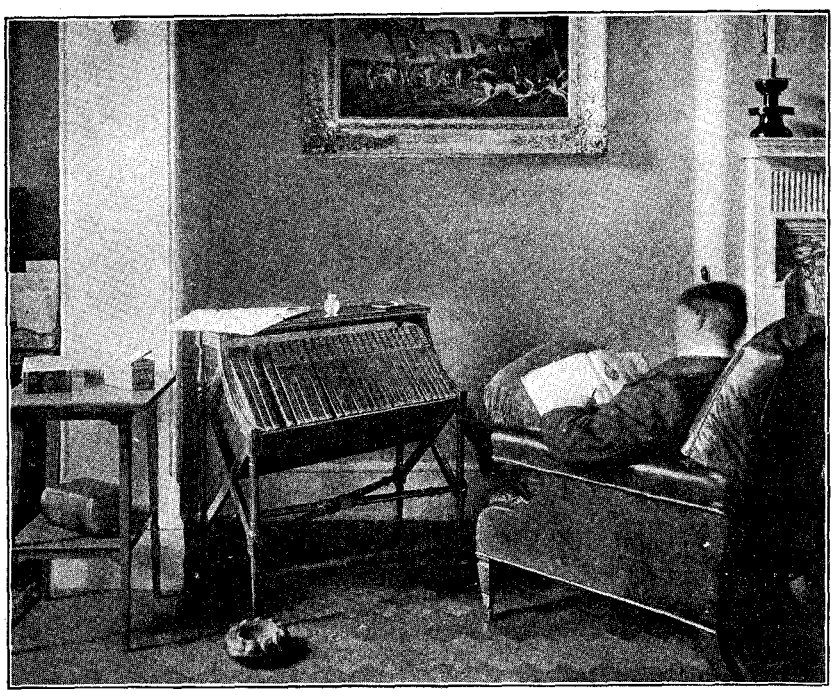

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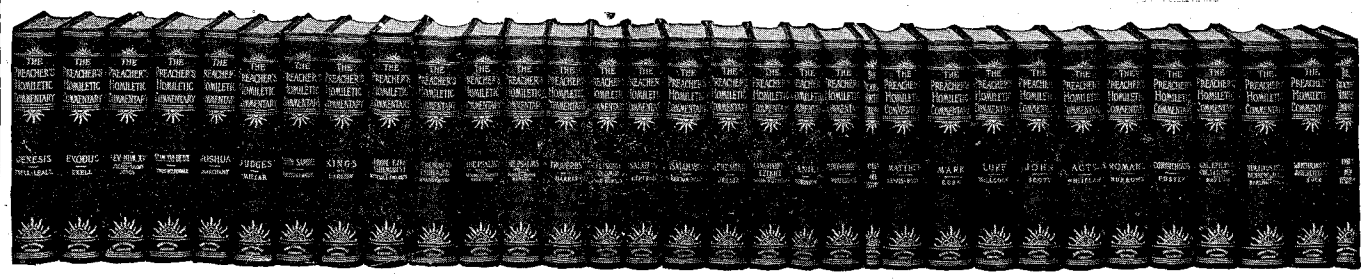

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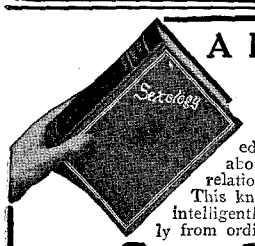

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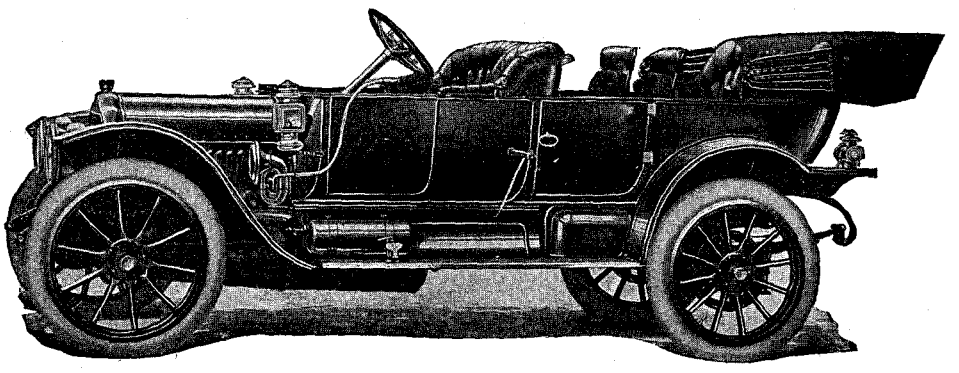

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VOL. XLII., No. 2 NEW YORK, JANUARY 14, 1911 WHOLE NUMBER 1082

TOPICS OF THE DAY

MEXICANS STILL INSURGENT

SELDOM have dispatches so abounded with contradictions as those which report to the outside world the progress of the armed revolt against Diaz. On the same day one correspondent tells us that "the backbone of the insurrection is broken" and another declares that "the movement is now stronger and more important than at any time since its inception." In dispatches all bearing one date we read that General Navarro, commander of the Federal troops, "is now in control of the situation all along the line"; that his command "is bottled up near Mal Paso"; and that he "was killed several days ago in an engagement and the fact is being concealed from the Army and the public." In another day's news we may take our choice between the statements that "the rebel forces are now broken up into small and ineffectual bands" and that the Government's troops have just been crushingly defeated near Casa Colorado with a loss of 600 men. Later dispatches usually state that the more startling of these items "lack confirmation." It is also noticeable that in the main the reports of insurrectionary victories reach us by way of El Paso or San Antonio on the Texan border, while the most emphatic tidings of the Government's successes come by way of Mexico City. A conservative reading of the evidence, however, would seem to indicate that since its outbreak in November the insurrection has registered itself in a score of battles and has resulted in hundreds of casualties.

"Much as Americans could wish it otherwise," remarks the New Orleans *Picayune*, which is near the scene of trouble, "the fact must now be conceded that the neighboring Republic of Mexico is facing a much more serious uprising than has so far been admitted." After pointing out that the insurrectos, having the sympathy of the masses, are able to maintain themselves in small, well-mounted bands which strike sudden blows at the Government and escape into the mountains with little loss, the same paper goes on to say:

"Unless the Diaz Government succeeds in crushing this insurrection promptly, it is certain to spread, as there can be no denying that wide-spread unrest and discontent exist in Mexico. Altho the Diaz régime has been beneficial to Mexico, the autocratic manner in which the country is governed and the extra-legal means by which the President and his leading followers have succeeded so long in keeping themselves in power have aroused the ill will of many influential men who are now combining to bring the reign of the dictator to an end.

"As far as foreign interests in Mexico are concerned, the fall of Diaz would be a calamity. Whatever else he may have done, he certainly has protected foreign investments in his country, and has encouraged foreigners to reside there and invest their money in developing Mexican resources. There is some reason to doubt that the success of any of the numerous opponents of Diaz would leave foreign interests undisturbed, and for that reason the present trend of events is being regarded with uneasiness, both in this country and in Europe.

"Americans are extensively interested in the neighboring Republic, not merely because many Americans live there, but because also great sums of American capital are invested in Mexican enterprises, most of which will be temporarily damaged by insurrection and may be even worse injured by the success of the revolt. The Administration at Washington would do well to watch the progress of events carefully, and be prepared to look after American interests energetically, should the occasion arise."

Altho sporadic outbreaks are reported from Vera Cruz, Sonora, Durango, Tabasco, and Yucatan, the organized insurrection seems practically confined to one State, Chihuahua. An El Paso dispatch to the New York *Sun* says that at a conservative estimate there are 3,200 Federal troops in the field in that State, while the armed insurrectos number "probably not over 2,000." In the same dispatch, which presents the clearest picture of the situation which has come to our notice, we read:

"That the affair is much more of a rebellion than the Mexican officials looked for is shown by their inability to crush it out at once, as was promised and prophesied. That the rebels are incapable of making any great amount of trouble is shown by their lack of generalship. Having thrown to the winds the opportunities that presented themselves in the beginning, by retreating to the hills and allowing the Federals to surround them and cut off their supply of ammunition they must certainly fall eventually unless some new and particularly brilliant leader pilots them to victory or some blundering Federal commander permits them to escape.

"The revolt is confined absolutely to that section of Chihuahua west of the city of Chihuahua and south of El Paso, with a small area in northeastern Chihuahua near Ojinoga on the Texas border. In the western region the entire country may be said to be in revolt. Not a score of adult Mexicans in the entire region are in sympathy with the Government except some of the big hacienda owners. Many not active in the cause of the insurrectos are secretly their friends. Many are not in action because of lack of arms, but almost the unanimous sentiment of the native population is rebellious. The insurrectos are at home and are fighting on their own chosen ground.

"They have their families and friends to feed them and give them shelter, and help to spy upon the Federals; they are all good riders and are accustomed to the mountains; they know their country as a city policeman knows his beat. At present they have plenty of ammunition, but when they expend their supply on hand, where will they get more? They have drawn the Federals into the mountains, as they said they would, to fight at a great disadvantage on insurgent territory, but in

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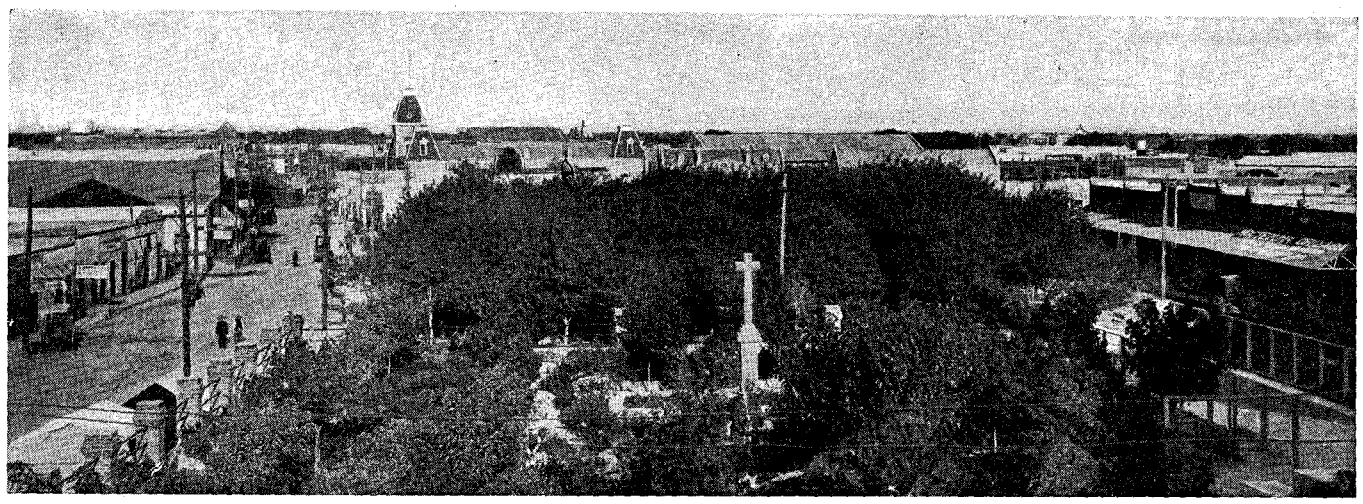

A CRUCIAL POINT CAPTURED AND ABANDONED BY THE "INSURRECTOS."

The town of Gomez Palacio was captured by the insurgents on November 21. Had they fortified themselves there, the correspondents say, they would have been able to cut the railroad and meet the Federal forces in detail as they came north from Mexico City.

drawing them in the insurgents have drawn about themselves a cordon of guards that absolutely cuts off their supply. Soldiers from Sonora guard their rear; soldiers from Durango guard on the south; soldiers from Chihuahua hem them in on the east, and the soldiers from Juarez and other border towns and United States peace officers are watching the border, so that all sources of supply are cut off.

"It is true that in every battle fought so far the rebels have either been the victors or have at least fought a draw, but no advantage has been taken of any ground gained. The Federals have shown no brilliant generalship either; in fact, they have shown a great deal of stupidity; they have walked into traps, and they have been slow to take the field.

"The rebels first had a clear field. They opened at Gomez Palacio by capturing the town; at Parral they had a chance to take the city and perhaps hold it. At least by fortifying themselves in either of these places, especially Gomez Palacio, they would have been able to cut the railroad and meet the Federals in detail as they came north from Mexico City, and might have captured ammunition trains and mountain guns that have been coming through unmolested. Chihuahua was at their mercy, according to general opinion, for several days. Civilian guards

THE HIGHER HE GOES THE SHAKIER IT GETS.
—Bartholomew in the Minneapolis *Journal*.

were hired to stand watch there. The soldiers were admittedly unable to hold the town if attacked. It was a week almost before the Federal reenforcements began arriving at Gomez Palacio and Chihuahua. There were ammunition and field pieces stored in Chihuahua.

"But none of this for the rebels—they drew back into the hills; the demonstrations against Gomez Palacio and Parral were apparently made only to attract the attention of the Federals and draw them into the rebel country. They succeeded, but now they are surrounded and their ammunition supply is cut off. They may kill many Federal soldiers before the end comes, but it must be a Federal victory eventually, even if the Federals just wait till the rebels shoot out all their ammunition.

"However, the insurrectos have established a strong rural position. In some of the towns they hold they have put their officials in charge and are conducting the affairs of municipality and district with as much dignity as their predecessors. Every small town west of Chihuahua is either in the hands of the insurrectos or could be taken at any time. The Federal Government is absolutely unable to guarantee protection; therefore, by all the rules of law and warfare, a successful rebellion has been established and a successful rebel Government has been set up. The Federals have been unable to retake any of the towns invested by the insurrectos save those which the insurrectos themselves abandoned after their first stroke."

These tactics of the insurrectos are thus explained, however, by one of their leaders, Abraham Gonzales, who is described in a dispatch to the New York *Times* as Provisional Governor of Chihuahua:

"We could capture any of the outlying garrisoned towns, but in turn would have to establish garrisons in these cities, thus taking many fighting men away from the field. We do not expect to defeat the Diaz army in a day or a month. We have accomplished all that we set out to do, up to date. . . . . .

"The independents will protect the property and lives of Americans and other foreigners. We come as liberators, not as invaders. The independents are not fighting Mexico; they are fighting the Diaz Government.

"Every effort has been made to avoid coming in conflict with the neutrality laws of the United States.

"Many of the patriots who fought in the battle of Banegos, from the Texas side, crossed the Rio Grande unarmed and found arms waiting for them on the Mexican side.

"Of our immediate plans I can not, of course, speak. We have opened the door for our countrymen who wish to fight, and we are arming and drilling them as fast as they come."

A Washington dispatch to the New York *World* predicts the secession of the State of Chihuahua. We read:

"This is the belief of official agents of the Maderoists in Washington, foremost among whom is Gustavos Madero, brother of the revolutionary leader in Mexico. Señor Madero frankly admits that his purpose here is to seek recognition of a *de facto* government of the State of Chihuahua by the United States."

The Government's point of view, on the other hand, as reflected in a dispatch from Chihuahua to the New York *Tribune*, is that the organized insurrection is over, and that the only work remaining for the regular troops is to run down and capture the various small armed bands. The St. Louis *Globe-*

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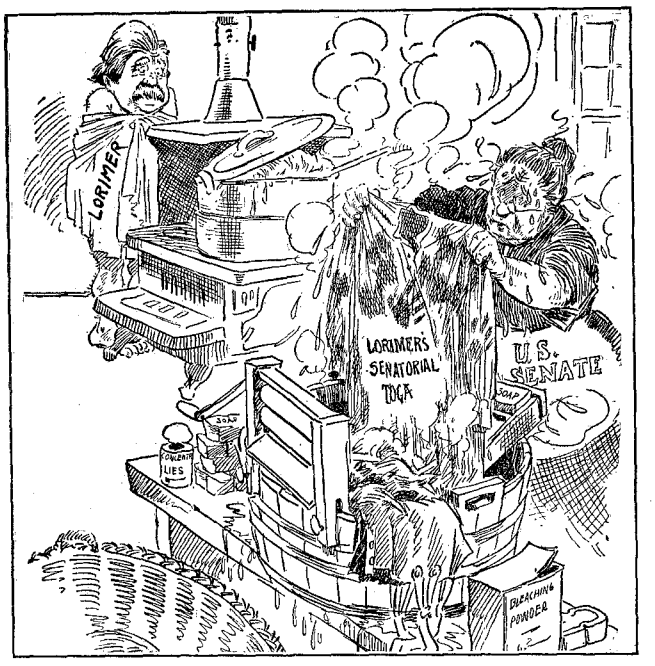
"THE WHITEWASHIN' BUSINESS AIN'T WHAT IT USED TO BE!"
—Spencer in the Omaha *World-Herald*.



DON'T COME OUT IN THE WASH.
"William, these spots don't act just like ordinary spots at all."
—Darling in the Des Moines *Register and Leader*.

WASHDAY WORRIES.

Democrat interprets Mexico's recent bond conversion as evidence that Diaz is absolutely confident of his ability to crush the present rebellion. Of these bonds, whose redemption on January 1 was advertised in some of the New York papers, *The Globe-Democrat* says:

"They are a small part of the $700,000,000 or $800,000,000 which citizens of the United States have invested in Mexican property. The bonds are to be refunded at a lower rate of interest. . . . Thus Diaz informs all whom it may concern that the loss of a battle or two and the killing or the capture of a few generals does not frighten him, or cause him to make any changes in his Government."

THE GOOD AND EVIL OF 1910

OBITUARY notices of the late lamented year read much like those of public men who while living aroused antagonism in those who eulogize them when dead. They are almost uniformly laudatory, kindly, generous, and forgiving. As Marc Antony tells us Nature might have said of Brutus, "This was a man!" so the innumerable newspaper commentators on 1910 seem agreed that "This was a year!" Hazarding a more definite characterization, *The Independent* informs us: "It has been a great year, one of extraordinary development. It is good to live and have part in such a year."

Even the more cautious investigators of the year's record report progress. It is conceded that if it was a rather dull year for trade, at least it was marred by no panics; that in spite of unprecedented droughts our harvests were larger than ever before; that if we have had the usual quota of scandal, political, social, and industrial, the movement toward the correction of such evils is as earnest and probably more effectual than ever; that even tho our railroads may be obliged to increase their rates in order to continue in business, their gross earnings appear to be over $200,000,000 more than in the preceding twelve months; that, on the face of the returns, the results of the recent elections must please more citizens than they displease; that if great wealth has been, in some instances, misused, on the other hand, the year's benefactions exceed $141,000,000; that while there has been a deplorable increase in the number of accidents to aviators, man is flying farther, higher, and faster; that we have a new census, and may well be proud both of what it shows and of the capability and thoroughness that marked its compilation; that, above all, this has been a year of comparative peace and of apparent progress toward the time when war will be no more.

The year's record in the work of turning swords into plowshares is the theme of many special editorials. The New York *Times*, calling upon friends of universal peace to rejoice, goes so far as to say that,

"There was no war in 1910. The disorders in some of our sister republics to the south, and in a few other countries, were

RING OUT THE OLD, RING IN THE NEW.
—Kemble in *Harper's Weekly*.

hardly more than breaches of the peace, pains incident to the progress of nations growing to maturity and political steadiness, or those discomforts which are natural to degeneracy and decrepitude."

Further, *The Times*, with other papers, expatiates on such

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antimartial details as Andrew Carnegie's gift of $10,000,000 to promote peace, the proposal that an international court of arbitral justice be established at The Hague, and the amicable adjustment of the Newfoundland fisheries dispute. The New York *Evening Post*, commenting upon a "peace chronology" compiled by Alfred H. Fried, speaks also of the avoidance of war between Peru and Chile and Peru and Ecuador; of the disappearance of friction between Great Britain and Germany; of international conferences in Europe and South America, and especially of the formation of the South African Union and the signing of the Russo-Japanese treaty of July 4.

Summarizing the year's history in statistics, *Bradstreet's* shows, among many other things, that the value of our agricultural products in 1910 was $8,926,000,000 as against $8,621,000,000 in 1909. Our imports of merchandise were $1,555,000,000 as against $1,475,612,580 in 1909, the former record year. Our exports of merchandise, however, were $1,843,000,000, as against a record of $1,923,426,205 made in 1907. Our total trade for the year is estimated at $3,398,000,000, beating the previous record of $3,346,596,025 in 1907. Our total immigration was 1,078,000, as against 1,334,166 in 1907.

In regard to railroad extension, *The Railway Age-Gazette* informs us that 4,122 miles of track were laid in the United States in 1910, as against 3,748 miles in 1909. The record year for new roads was 1906, when 5,623 miles were laid. Most of the new mileage for 1910 is naturally in the West, including 756 miles in Texas, 300 miles each in Washington and North Dakota, and from 100 to 300 miles each in most of the other States in the Northwest and Southwest.

On the whole, the commercial and financial papers do not give 1910 a certificate of unblemished character, referring disparagingly to political agitation, tariff uncertainty, strikes, "trust-baiting," and the high prices of commodities which, we learn, have been somewhat reduced, but not sufficiently. The New York *Financier* warns us that, owing in part to our reduced exportation of foodstuffs because of increased home consumption, "imports have been gaining on exports for a decade past." *The Wall Street Journal* estimating our wealth at $125,000,000,000, figures that the annual increase since 1800 has been almost 3.5 per cent. per annum. But this hardly compares favorably "with a ratio for Great Britain of 5 per cent., to say nothing of France."

We are raising prices to such figures, says *The Journal*, that no one outside will buy from us. Further, we read:

"The time has come to consider these things seriously, and drop the mutual-admiration business for a while. There is no better time than the present for reform. We must begin at the bottom. The cost of living—rent, food, taxes—is inexcusably high. When we lower these items, labor must moderate its demands. We must vary our activities and diminish our operating expenses, reform our currency and banking systems, modernize our exchange market, or be content to drop behind the progressively rich nations."

Striking a balance between the optimists and the pessimists, the Springfield *Republican* calls it "a paradoxical business year." But as a rule the lay newspapers are more complaisant than the financial publications. Thus the Philadelphia *Inquirer*, reviewing national affairs, says:

"Domestic affairs have been quiet. The Federal Government has shown great activity in prosecuting the criminal trusts. The Sugar Trust has disgorged heavily, is about to disgorge more, while criminal suits are pending. A decision of the Supreme Court that conspiracy is a continuing offense has strengthened the Department of Justice, and it is believed that more convictions are to be secured. The Beef Trust, the Standard Oil Trust, the Bath-tub Trust, the Tobacco Trust, and the Electric Trust are among those which are being attacked by the Government. It is expected that decisions of the Supreme Court in the next few months will be of vast importance in this connection.

"Financially speaking, the country is doing well. The deficit on July 1 was far less than anticipated, while since that period, in spite of increased appropriations, the deficit is considerably less than $10,000,000. The Treasury balance is more than $80,000,000 and the expense of constructing the Panama Canal is still paid out of current funds.

"The crops were the largest on record, and there has been a slight fall in the prices of some commodities, but the arrival of considerably more than a million immigrants has given just that many more than the normal number of mouths to feed, so that our exports of foodstuffs are declining. Fortunately, our foreign trade is increasing, altho the balance of trade in our favor is not so large as usual."

The Portuguese revolution, the triumph of the Estrada forces in Nicaragua, the Argentine centennial celebration, the disturbances in Mexico and Brazil, the evidences of especially friendly relations with China, and the annexation of Korea by Japan are among the outside topics most frequently mentioned.

To show "what unusual losses the world has suffered at the hand of death in the year that has gone," the Springfield *Republican* instances Tolstoy, Mark Twain, Dr. Robert Koch, Florence Nightingale, Prof. William James, Björnstjerne Björnson, Mrs. Mary Baker Eddy, Julia Ward Howe, King Edward VII., Schiaparelli, Goldwin Smith, John La Farge, John Q. A. Ward, Chief Justice Fuller, Associate Justice Brewer, Cardinal Satolli, John G. Carlisle, William Holman Hunt, Winslow Homer, Earl Spencer, and Gen. Wesley Merritt. To this necrology the New York *Times* adds Octave Chanute, the "father of the aeroplane," John B. Moisant and Archibald Hoxsey, the aviators, Prof. William G. Sumner, of Yale, Rebecca Harding Davis, Frederick J. Furnivall, President Pedro Montt, of Chile, Senator Dolliver, of Iowa, Senator Daniel, of Virginia, and ex-Senators Hill and Platt, of New York, and Call, of Florida. Others include Marion Crawford, William Vaughan Moody, W. J. Rolfe, and Myra Kelly.

Aviation occupies much space in résumés of "science and discovery," in which department Colonel Roosevelt's African expedition, the completion of the tunnel through the Andes between Argentine and Chile, and the beginning of the Cape Cod canal receive honorable mention, while Dr. Cook's discovery that he does not know whether or not he discovered the North Pole, is less favorably commented upon.

Misapplying to Americans the observation that "Englishmen take their pleasures sadly," the Chicago *Tribune* presents figures to show that in 1910 in this country, 1,315 persons were killed and 7,409 injured in pursuit of pleasure. "Automobiles," says *The Tribune*, "have been greatly improved, but chauffeurs have not," recording that "they have killed 917 persons and maimed 3,293 others." Among other sportive causes of disaster and their casualties are mentioned: Hunting, 232 killed, 219 injured; Fourth-of-July celebrations, 146 killed, 2,833 injured; motor-cycling and bicycling, 58 killed and 277 injured; baseball, 42 killed and 254 injured; football, 22 killed and 501 injured; prize-fights, 16 killed; basket-ball, 3 killed, 5 injured; polo, 3 killed and 4 injured. Only 4 persons injured are credited to golf.

Turning to the pleasanter subject of donations, the same paper says:

"The beneficence of the year 1910, as exprest by donations and bequests, reached the huge sum of $141,604,538. Donations amount to $97,492,407 and bequests to $44,112,131. Of the grand total $61,273,182 has been given to universities, colleges, and other educational institutions; $56,229,243 to charitable institutions of various kinds; $17,654,433 to churches and other religious associations; $9,536,680 to art museums, galleries, and municipal objects; and $1,911,000 to libraries."

Predictions for 1911 are for the most part properly qualified with "ifs," the conditions precedent to prosperity varying in accordance with the general political and economic views of the prophet.

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TRAGEDIES AND TRIUMPHS OF AVIATION

"HOLES IN THE AIR" and "Swiss-cheese atmosphere" are the two phrases from the dialect of aviation that have come into general newspaper use through the discussion of the probable causes of the fatal falls of John B. Moisant at New Orleans and Archibald E. Hoxsey at Los Angeles on the last day of the old year. Editorial writers, as a rule, refrain from conjecturing to what extent these two accidents were due to the partial vacuums in the atmosphere produced by warm or conflicting air currents, contenting themselves with citing the divergent opinions of experts in mechanical flight. But the salient fact that in the year just closed, at least 31 aviators were killed as against four in 1909 and one in 1908, leads to much speculation upon the possibility of reducing to a minimum the loss of life which, it is acknowledged, must inevitably be incurred in developing this new means of transportation.

Moisant, it is allowed, was an aviator of exceptional daring, and accounts seem to agree that he was attempting a dangerous landing with, instead of against, the wind, when a sudden puff, striking his monoplane already overweighted with a heavy gasoline-tank, caused the machine to "buck," hurling the aviator from his seat. Thus the New Orleans *Times-Democrat* says:

"He went to the trial for the Michelin prize in a monoplane of type like his own, but strange to him, selecting it for the master effort because of the greater capacity of its storage-tank. The added weight of the latter, it is likely, shifted slightly the balance of the machine, so that when the unfortunate operator attempted a familiar evolution, his craft failed to respond with the usual precision and an unlucky puff of wind contributed the last item needed to complete the tale of disaster."

Hoxsey's fatal fall from a height of 500 feet is likewise attributed in part to "unusual meteorological conditions"—a vortex of conflicting currents; tho Roy Knabenshue, manager of the Wright corps of aviators, of whom Hoxsey was one, is quoted as expressing a belief that Hoxsey actually died of heart failure caused by the rapid descent of his biplane.

"ARCH" HOXSEY,

Killed at Los Angeles on December 31, while he was trying to break his own world's altitude record of 11,474 feet. His prominence as an aviator dates from the afternoon he carried ex-President Roosevelt as a passenger.

JOHN B. MOISANT,

Killed by a fall from his aeroplane at New Orleans, a few hours before Hoxsey's death. He first gained fame by his flight across the English Channel with a passenger, and last October won the race around the Statue of Liberty.

CECIL S. GRACE,

Who crossed the English Channel on December 22, and started back. Since then nothing has been seen or heard of him.

RALPH JOHNSTONE,

A venturesome and spectacular flyer in the regions of the upper air who met his death at Denver on November 17.

The New York *Herald* quotes comments of several European aviators, largely to the effect that American airmen are too daring and too much inclined to indulge in acrobatics and "stunts." On the other hand, it is pointed out that but three of the thirty-one victims of aviation in 1910 were Americans. Many papers devote considerable space to accounts of the lives of both Moisant and Hoxsey, the former's adventurous career as a revolutionist in Central America receiving attention as well as his exploits in the air.

Both men were born in Illinois, Moisant in Chicago, Hoxsey in Staunton. Moisant's most notable feats were his victory in the race around the Eiffel Tower in Paris, his flight from Paris to London carrying a passenger, and his dramatic triumph at New York when he won the Statue of Liberty flight at the last moment in an untried machine.

Altho but a few months among the ranks of the airmen, Hoxsey on October 8 flew from Springfield, Ill., to St. Louis, establishing a new American record for sustained flight; on October 11 he made his famous ascent in St. Louis with Colonel Roosevelt as a passenger, and but five days before his death established a new world's record for altitude at Los Angeles.

Reviewing the year's record in aviation, *The Scientific American* points out that while in 1909 the speed of the aeroplane was slightly under 50 miles an hour, in 1910 in the Bennett cup race, Leblanc's fastest lap was 71.68 miles an hour.

Hoxsey made the height record of 11,474 feet in a Wright biplane at Los Angeles, December 26. Legagneux in December made a flight of 320 miles at a rate of 53.25 miles per hour. Among other feats recalled are the following: Paulhan, in a Farman biplane, flew from London to Manchester, April 27 and 28. Curtiss, in a biplane of his own construction, flew down the Hudson valley from Albany to New York. Charles K. Hamilton flew from New York to Philadelphia and back, 175 miles. Moisant, carrying a passenger, flew from Paris to London. Leblanc, in a Blériot monoplane, at an average speed of 40.71 miles per hour, won a 485-mile cross-country race in France; this race was in six stages in as many days, regardless of weather. Chavez flew across the Alps, but losing control within 30 feet of the ground, fell and sustained fatal injuries. Sommer, in a Sommer biplane, made a short flight with six persons on board. In reference to construction *The Scientific American* says:

"As for the machines themselves, it can be said that there

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have been no radical changes, both the monoplanes and the biplanes retaining their characteristic features. The excellent fore-and-aft stability of monoplanes, largely due to their rear elevating rudders, has led the builders of biplanes to adopt the same arrangement, and always with beneficial results. Wing-warping seems destined to become the universal method of lateral control, which is a distinct tribute to the genius of the Wright brothers, who used it on their original machine. . . . .

"One great lesson of the year is the need for the employment of a larger factor of safety in all aeroplane construction, the majority of fatal accidents having been due to collapse of the machines while in the air. The stopping of the motors, also, has been a frequent cause of disaster; and with a view to preventing such and giving the machine greater durability and all-around safety, Mr. Edwin Gould has offered through *The Scientific American* a prize of $15,000 for the best machine equipped with more than one motor."

While some very remarkable balloon flights have also been made, *The Scientific American* observes that, "the development of the dirigible balloon is not comparable with that which has marked the aeroplane."

Most of the papers commenting upon the deaths of Moisant and Hoxsey not only deplore recklessness in aviators, and the performance of useless and dangerous exhibition "stunts" for the mere purpose of gratifying public curiosity, but urge official restrictions to diminish risks, and official tests to insure the safety of machines. The New York *Tribune* reminds us that no one knows what price man paid for the conquest of the deep, and that our airmen are in much the position of those who first went "down to the sea in ships." They have not yet learned the ways of the tides and currents of the atmosphere. "Airmen are devoting themselves exclusively to their vessels, almost neglecting the element in which they move."

BANK GUARANTY LAWS VINDICATED

THE OPINION of Eastern financiers that the bank deposit guaranty laws of Oklahoma, Kansas, and Nebraska were unconstitutional does not seem to be shared by the Supreme Court, so the financial organs have turned to the plea that the guaranty laws are in a "condition of approaching desuetude," anyway, as the New York *Times* puts it, and the decision sustaining them has therefore lost all public and practical interest. The Eastern critics are also consoling themselves by emphasizing the fact that Mr. Justice Holmes, who read the Court's unanimous decision, did not pass upon the wisdom or the economic merits of the guaranty policy, but based the verdict upon a State's right, under its police powers, to protect depositors. Several papers note that the Court shows no evidence of being "fossilized" in this indorsement of Oklahoma's advanced ideas in banking, and a Washington correspondent notes with interest that "on one matter at least the highest court in the land and William Jennings Bryan are in accord."

The great objection urged against these laws when they were first framed was that the diversion of 1 per cent. of the average daily deposits of the banks to make up the guaranty fund deprived the banks of property without due process of law. To this the Court replies that a long series of cases have established "that an ulterior public advantage may justify a comparatively insignificant taking of private property for what in its immediate purpose is a private use." Further:

"The power to compel, beforehand, cooperation, and thus, it is believed, make failure unlikely and a general panic almost impossible, must be recognized, if Government is to do its proper work, unless we can say that the means has no reasonable relation to the end. So far is that from being the case, that the device is a familiar one. It was accepted by some States the better part of a century ago, and seems never to have been questioned until now. . . . . .

"In short, where the Oklahoma legislature declares by implication that free banking is a public danger, and that incorporation, inspection, and the above described cooperation are necessary safeguards, this court certainly can not see where it is wrong."

If free banking is a public danger, declares the New York *World*, the bankers and the bank directors are responsible, and they may well heed the lesson, and remember that "not in the West only do bank depositors wish a guaranty that their money is safe." The Springfield *Republican*, which expected this final outcome, takes a fling at the Federal judges in the lower courts who declared one of these laws invalid, and it thinks they must be little acquainted with "the principles of the banking business or the requirements of the country in relation thereto."

On the other hand, like the New York *Times*, the Boston *Advertiser* is certain that the bank-deposit experiment has failed, and expects to see the laws repealed before long—"labeled constitutional, they were already marked 'undesirable.'" In a long editorial review of the decision *The Times* insists that the recognition of the power to "make failures unlikely" is a very different thing from an assertion of its efficiency. This paper believes that banking operations ought to be more carefully scrutinized by the State and by members of the banking community, and concludes:

"It is the belief of the most experienced men of finance that the enforcement of sound banking by thorough examination and by the exercise of unceasing vigilance affords a better guaranty of safety than the provisions of the laws recently enacted in the West, and now sustained, so far as their constitutionality has been called in question, by the highest tribunal."

An important financial authority, the New York *Commercial*, which took pains to testify on the very day of the bank-guaranty decision to the "very general" belief "that it will be declared null and void," proceeds after the event to ignore its own prophetic fallibility, and to call attention to the manifest bearing of these rulings on Federal legislation:

"If a State may levy a tax on its own banks for the protection of the depositors in others, then logically the Federal Government may put a tax on National banks for a similar purpose. And if the Supreme Court would not question the constitutionality of Oklahoma's action in throwing around banking whatever safeguards it might deem necessary by reason of 'free banking being a public danger,' then why may not Congress safeguard National banking up to the limit without interference by the court? Its power to repeal the National Banking Act nobody questions, of course.

"It is unfortunate that real 'currency reform' was not provided three years ago. Whenever it comes under serious consideration now it is likely to get mixt up with all sorts of wild-cat banking proposals."

In connection with Justice Holmes's statement that the State's power to prevent panics must be recognized "unless we can say that the means has no reasonable relation to the end," the New York *Evening Post* notes a point which it says "Mr. Roosevelt persistently overlooked"—"that in the New York Bakery Act, which the Supreme Court pronounced unconstitutional, its decision was based not on a denial of the power of the legislature to pass a law for the protection of health, but precisely on the absence of a 'reasonable relation' between the means and the profest end." While *The Evening Post* is willing to call this decision "very gratifying," it is not without its misgivings about the consequences of a general acceptance of the bank deposit guaranty policy by our State governments. We read:

"That the guaranteeing of deposits would not only fail to make panics impossible, but would in more than one way tend to make the danger of panics more serious, is the opinion, we feel sure, of the great majority of competent judges of such matters. The peculiar qualities that go to the making of good banking have hitherto been indissolubly bound up with the fact that to the bank a reputation for soundness is a possession of vital importance. If a bank is to be regarded as absolutely safe, not because of the excellence of its own management, but because it has the strength of all its rivals, either there

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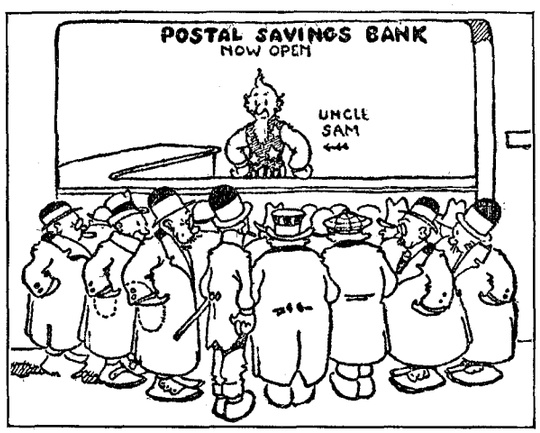
will be a vast amount of loose banking or there will have to be introduced an amount of mechanical control and a system of espionage which would go far toward taking away the benefits to the community of sound banking enterprise. And after all your precautions had been taken, the system would still be subject to strains of unforeseeable intensity in times of universal optimism and expansion of credit. The guaranty system would then operate to prevent the weak places from giving way; it would stave off the panic, but the breakdown would be far more serious when it did occur. It happens, indeed, that there was another Oliver Wendell Holmes, who, half a century ago, gave us a bit of wit and wisdom which touches off the bank-guaranty idea exactly. The wonderful one-hoss shay was built to get over the trouble that arises from the uncomfortable circumstance that 'the weakes' place mus' stan' the strain'; and we all know what happened to it."

START OF THE POSTAL BANKS

WHILE the first day's business of the forty-eight postal banks, one in each State of the Union, which were opened by the Federal Government on January 3, "would not have counted for much in the transactions of a New York savings-bank," as the New York *World* notes, yet there is a general willingness to believe that the experiment will fully justify itself. If it does, the Louisville *Courier-Journal* reminds us, "provision will be made for the rapid extension of the system, which will ultimately embrace every post-office in the United States." Such extension should be provided for by Congress during the present session, declares the New York *American*, which thinks that the Government is "displaying an excess of caution," and points out that the recent closing of the Northern Bank of New York emphasizes the need of absolutely safe depositories for small savings even in the large cities.

Certain important features of this long-looked-for extension of our postal facilities are emphasized by the Chicago *Record-Herald*:



ALL—"But who has anything to put in it?"
—Stack in the St. Louis *Post-Dispatch*.

"Two-per-cent. interest will be paid. But the Government, instead of hoarding these accumulated funds, will release them to the National banks, which will pay the Government a rate of interest fractionally higher than that paid by the Government itself. This narrow margin is expected to provide for the expenses of the system.

"An account may be started with a single dollar, and smaller amounts may be deposited through the purchase of stamps. Certificates of deposit will be issued instead of passbooks, and there is also projected an issue of postal-savings bonds in denominations of from $20 to $100.

"As the new bank is a Federal institution, deposits may be made free from such restrictions as in various States govern the financial affairs of women and minors. A wife's account will be free from interference from her husband, and a child's free from the control of parents or guardian.

"With individual control in every case, and with the National Government behind all, the new system should develop personal thrift and promote general confidence. The opportunities it offers have been long awaited; the more completely they are embraced, the greater the advantage to the individual and to the nation."

In selecting the places chosen for the beginnings of the new system, it is believed that the intention of the postal authorities was to pick out manufacturing centers, where private capital has not made adequate provision for the needs of industry, and where a large foreign laboring population might be persuaded to confide their savings to the keeping of Uncle Sam, instead of sending them out of the country. These are the offices designated as postal savings depositories:

State	Town
Alabama	Bessemer.
Arizona	Globe.
Arkansas	Stuttgart.
California	Oroville.
Colorado	Leadville.
Connecticut	Ansonia.
Delaware	Dover.
Florida	Key West.
Georgia	Brunswick.
Idaho	Coeur d'Alene.
Illinois	Pekin.
Indiana	Princeton.
Iowa	Decorah.
Kansas	Pittsburg.
Kentucky	Middlesboro.
Louisiana	New Iberia.
Maine	Rumford.
Maryland	Frostburg.
Massachusetts	Norwood.
Michigan	Houghton.
Minnesota	Bemidji.
Mississippi	Gulfport.
Missouri	Carthage.
Montana	Anaconda.
Nebraska	Nebraska City.
Nevada	Carson City.
New Hampshire	Berlin.
New Jersey	Rutherford.
New Mexico	Raton.
New York	Cohoes.
North Carolina	Salisbury.
North Dakota	Wahpeton.
Ohio	Ashtabula.
Oklahoma	Guyman.
Oregon	Klamath Falls.
Pennsylvania	Dubois.
Rhode Island	Bristol.
South Carolina	Newberry.
South Dakota	Deadwood.
Tennessee	Johnson City.
Texas	Port Arthur.
Utah	Provo.
Vermont	Montpelier.
Virginia	Clifton Forge.
Washington	Olympia.
West Virginia	Grafton.
Wisconsin	Manitowoc.
Wyoming	Laramie

THE FIGHT FOR ALASKA

A FIGHT that "will create a national scandal" is likely to come in this Congress or the next, with Alaska as the bone of contention, declares Willis J. Abbot in a Washington dispatch to the New York *Evening Mail*. The contestants in this fight, we are told, will be the representatives of the people of the United States on one side and the representatives of the Guggenheim Syndicate on the other. The concrete point around which the controversy already surges with no little intensity is the still unadjusted Cunningham claims which played so conspicuous a part in the Ballinger-Pinchot case. It will be remembered that Secretary Ballinger, in his recent report, asks that these claims be referred to the Court of Appeals of the District of Columbia for an entirely new hearing and a final settlement. This recommendation is vigorously opposed by Gifford Pinchot, who, in collaboration with his brother Amos, lays before President Taft a brief of the case and urges the immediate cancelation of the claims without further hearing. The record, Mr. Pinchot contends, "abundantly proves that the claims are illegal, and that from the beginning the claimants have conspired to defraud the Government." The case against the claimants, declare the brothers, "is already conclusive," and "the duty of the Executive in regard to the claims is obvious and immediate." They continue:

"The evidence in this case goes much further than to establish the fraud of attempting by subterfuge to acquire from the Government more coal land than the law allows. It shows that from the beginning the claimants acted with the definite and sustained intention of defeating the primary purpose and essential spirit of the law—the spirit and purpose to prevent monopoly and secure competitive development of the nation's resources. The law under which patents for these claims are asked is defective in that it contains no provision to prevent combination after titles are secured. This fact makes it even more imperative to enforce strictly the provisions forbidding agreements to combine made before patents are issued. Only thus can monopoly be prevented."

Turning to the effect of monopoly in Alaska, they say:

"It is evident that an enormous saving can be made to the

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people of Alaska, to the whole Northwest, and to the United States Navy if only these coal-mines are opened, under conditions of competition. . . . The industries of Alaska have been for years largely in the hands of a great and oppressive monopoly, the Guggenheim Syndicate, which has kept out other capital, throttled competition, and held Alaska at a standstill."

Summing up, they state that the case for the Government is supported by five main lines of evidence, as follows:

"First—The history of the operations of the Cunningham entrymen in Alaska, as derived from their own records and statements, shows that from beginning to end they were all members of a single association engaged in acquiring a joint property and that the claimants never owned these claims separately.

"Second—The book of accounts of the Cunningham group and the reports made by its agents are all evidently based on the assumption that all the claims are one property owned by one association.

"Third—From first to last the subscribers took no interest whatever in the situation or value of the particular claims entered in their respective names. They cared only for the value of the claims as a whole.

"Fourth—Within the shortest practicable time after final certificates were issued (whereupon it became legal to combine, provided there had been no prior agreement), the Cunningham associates took steps to turn over their claims to a corporation on a basis of equal shares, altho they knew their claims were of unequal value.

"Fifth—More than one-half of the claimants have admitted in affidavits that they had always acted with a mutual understanding that they would combine their claims after titles were secured, and one so confest at the hearings."

In reply to all this an Alaskan railroad president, Falcon Joslin, writes to assure President Taft that Gifford Pinchot himself is "the greatest obstacle to the development of Alaska." At Mr. Pinchot's suggestion, says Mr. Joslin, President Roosevelt in 1906 arbitrarily suspended a coal law passed by Congress in 1904 which would have opened up the Alaskan coal lands. According to the Washington correspondent of the New York *Sun*, Mr. Joslin's appeal to the President concludes as follows:

"We, the people of Alaska, think that the illegal orders of President Roosevelt and other orders that have followed abrogating the Coal Land Law and withdrawing the lands from entry should be wiped out, and that honest men should be permitted to acquire titles to these much needed coal lands in order that they may be opened and worked for the benefit of the Territory. It requires nothing but an order of the President throwing open those coal lands for sale under the law and prompt and judicial determination of the merits of the Cunningham and other claims, filed as Congress intended and exprest in its act of 1904."

Some papers, like the Pittsburg *Dispatch* (Rep.), can see no objection to the whole controversy being passed on to the courts, as Secretary Ballinger suggests. Others, however, like the New York *World* (Dem.) and the Philadelphia *North American* (Ind. Rep.), think that this would be an evasion of responsibility by the Administration. Says *The World:*

"Certainly the fact that the Administration has so long delayed action is proof that it has been unable to discover sufficient grounds for confirming the claimants' title.

"To refer the cases to the Court of Appeals of the District of Columbia, as Secretary Ballinger recommended in his annual report, would be an extraordinary departure."

The North American even sees in the situation "the final test of Taft"—the test upon which his political future will depend. After urging him to "read and ponder prayerfully" the Pinchots' "unanswerable brief," it goes on to say:

"If Taft is mentally and morally big enough to read in that damningly temperate recital of colossal graft and betrayal of public interest the sermon of his credulous submission to his false friend, Guggenheim's hired man, John Hays Hammond; if Taft is wise enough to swallow the bitter tonic of recognition that he has sweated needlessly for two long years under the burden of his 'old man of the sea,' Richard Achilles Ballinger; if Taft just for once could be induced to be true to himself and to the conception held of him by all his real friends prior to his inauguration; if he would just once act the judge, call in no counselors and trust to his instincts to study the transcript and the character of witnesses and do equity, there would be instant executive cancellation of a group of vilely tainted claims and a restoration of Taft to his former place of command of the confidence of the American people."

A less emphatic view of the case is presented by the Springfield *Republican* (Ind.), which discusses "the logic of the situation" as follows:

"The President's personal attitude on the question of the final disposition of the Cunningham coal-land claims in Alaska has not been made entirely clear, altho he has not opposed Secretary Ballinger's plan for referring the case to the District of Columbia Court of Appeals for a hearing *de novo*. The papers are understood to be in the President's hands for study, and, if a final decision should now be given by the Administration, it would necessarily be accepted as Mr. Taft's quite as much as that of the Interior Department. . . . Should the decision favor the claimants, the Administration would surely be denounced by the Pinchot following as having robbed the people and handed Alaska over to the mercy of a grasping syndicate. Should the decision go against them, the President might be embarrassed in his relations with the Interior Department, which has probably reached the conclusion that the claims are valid.

"Reference of the case to the Court of Appeals of the District of Columbia would relieve the Administration of a special embarrassment and doubtless insure justice to the claimants. . . . It should be considered, however, whether in having the case handed over to the courts the Administration would not be running away from its own duties. The laws provide that these claims shall be disposed of by the General Land Office under the supervision of the Secretary of the Interior. If the situation prevents the work being satisfactorily done in the usual way, what does it argue?

"The inference is a clear one that if the Interior Department has so far lost public confidence that it can not perform all the duties imposed upon it by law, it should be reorganized. . . . This is said without the slightest reference to the justice or injustice of that public sentiment which paralyzes the Department in the performance of its regular functions; we may ignore entirely the merits of the controversy in which Secretary Ballinger and some of his subordinates have been engaged. It is enough to say that the Government is entitled to the services of officials who are not so handicapped by their enemies or by an adverse popular feeling that they can not perform their regular administrative duties in the fullest measure."

TOPICS IN BRIEF

PERHAPS the Mexican rebellion is kept going for the moving-picture people.—*Albany Journal.*

OKLAHOMA has several hundred million dollars of capital in its banks, but no capital on its map.—*St. Louis Globe-Democrat.*

IS it a compliment to Rhode Island to have the census people announce that its population takes first place in "density"?—*Chicago Evening Post.*

THE latest explanation of the cause of high prices is "the American tendency to go too fast" but we have to move fast to keep up with the cost of living.—*New York World.*

ANOTHER demonstration of the universal tendency to extravagance and waste has been furnished by the Pittsburg man who swallowed enough poison to kill 150 people.—*New Orleans Times-Democrat.*

IF misery likes company it should find a crowd on hand when the present Congress adjourns.—*Schenectady Union.*

MANUEL, formerly of Portugal, is going to Oxford University. A business-college course would be better for him.—*Albany Journal.*

A FELLOW says Colonel Roosevelt is all in. Whatever he's all in must feel a lot like the whale that swallowed Jonah.—*Marion Star.*

THAT Ohio woman who sold her son's vote may have been a suffragette who decided to do the next best thing.—*Louisville Courier-Journal.*

THE deduction that the farmers of the country are becoming more conservative in expenditures because they are not ordering automobiles to the extent of last year is not justified by the premises; they may be ordering aeroplanes.—*New York World.*

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FOREIGN COMMENT

THE POLITICAL SITUATION IN ENGLAND

THE LIBERAL VICTORY in Great Britain has not created very much excitement. Many of the London papers regarded the business as a bore and almost yawned over it. The Conservatives claim that they still continue to be the sane and stable representatives of genuine England. The Liberals, who depend for their majority on Home Rulers, Socialists, and Laborites, claim a complete victory. But the London *Times* in the title of its editorial puts the word victory in quotation marks, and wearied says:

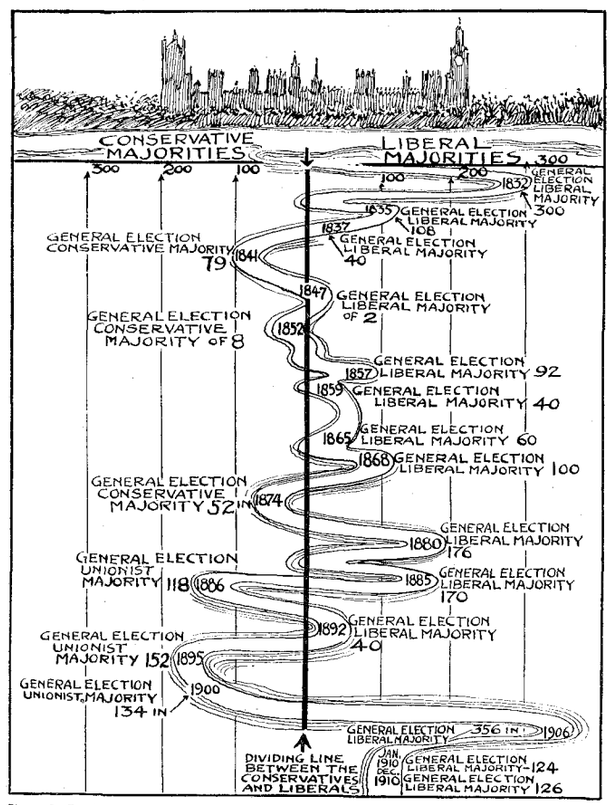
"The upshot of the contest is its condemnation. Politically the new House will be the old one, and it will take up exactly the same task that was abandoned in November.

"Except for a few personal changes, which make no political difference, the parliamentary conditions are identical. The Ministry is the same, the parties are the same, their relative strength is the same within a hair's breadth, and the Government's program, which constitutes the business before Parliament, is the same, as the Prime Minister has repeatedly told us. Such is the outcome of all the turmoil and tub-thumping."

The Observer (London), a powerful Unionist organ, is quite delighted with Mr. Asquith's failure to secure the overwhelming majority which he anticipated, and writes editorially as follows:

"By as splendid and resolute a rally as any political party ever made yet in an uphill fight, we have held our own, and when seats and heads are weighed as well as counted we have done a great deal more.

"We, and we alone, are the national party of Britain. We, and we alone, are the party that is solid for a supreme fleet, a strong Constitution, an inviolate Crown. We, and we alone, are the party of the people standing for the direct vote and real majority rule. We, and we alone, are the party of Empire and Tariff Reform. We, and we alone, are for independent and patriotic government free from the Redmondite yoke."


CONSERVATIVE MAJORITIES
LIBERAL MAJORITIES
300
200
100
GENERAL ELECTION CONSERVATIVE MAJORITY 79
1841
GENERAL ELECTION LIBERAL MAJORITY 40
1847
GENERAL ELECTION LIBERAL MAJORITY OF 2
GENERAL ELECTION CONSERVATIVE MAJORITY OF 8
1852
1832 GENERAL ELECTION LIBERAL MAJORITY
1835 GENERAL ELECTION LIBERAL MAJORITY 108
1837 GENERAL ELECTION LIBERAL MAJORITY 300
1857 GENERAL ELECTION LIBERAL MAJORITY 92
1859 GENERAL ELECTION LIBERAL MAJORITY 40
1865 GENERAL ELECTION LIBERAL MAJORITY 60
1868 GENERAL ELECTION LIBERAL MAJORITY 100
GENERAL ELECTION CONSERVATIVE MAJORITY 52 IN 1874
1880 GENERAL ELECTION LIBERAL MAJORITY 176
GENERAL ELECTION UNIONIST MAJORITY 118
1886
1885 GENERAL ELECTION LIBERAL MAJORITY 170
1892 GENERAL ELECTION LIBERAL MAJORITY 40
GENERAL ELECTION UNIONIST MAJORITY 152
1895
GENERAL ELECTION UNIONIST MAJORITY 134 IN 1900
GENERAL ELECTION LIBERAL MAJORITY 356 IN 1906
DIVIDING LINE BETWEEN THE CONSERVATIVES AND LIBERALS
JAN. 1910 GENERAL ELECTION LIBERAL MAJORITY 124
DEC. 1910 GENERAL ELECTION LIBERAL MAJORITY 126

From the London "Graphic."

THE STREAM OF TENDENCY IN BRITISH POLITICS.

This diagram indicates the relative periods during which each political party has held office since the great Reform Bill of 1832.

A very different view, however, is taken by the Liberal *Morning Leader* (London), which regards the result a triumph for Mr. Asquith, and exclaims:

"The people have won; the Peers have lost. The House of Lords chose war, and now they must abide the issue of war. This is their third defeat running. They were beaten in 1906 on the general question of Liberalism against Conservatism. They were beaten last January on the double question of the veto and the budget. They have been beaten this December on the veto, put as the mastering problem, set for immediate solution."

But the Conservatives claim a moral victory for the Lords, and *The Outlook* (London) says the Liberal leaders' plan of creating "hordes of puppet Peers and dragging the Crown into the strife of parties" will result in "a pervasive and sustained reaction" and merely lead to the reformation of the Upper House by the Peers themselves. Thus we read:

"We are sanguine . . . that the Lords in their amendments to the Veto Bill will put forward a scheme of such a character that the nation, recognizing in it at once the satisfaction of Liberal grievances and the salvation of the Constitution, will insist upon its being accepted as at least a basis for compromise. If that hope is disappointed, this country will be brought nearer to a great civil convulsion than it has been for two hundred years. The end none the less will be the same. Partizan violence will never solve the problems that confront us, and any Government that relies upon partizan violence for their solution will bring nothing but infinite discredit upon the country, and ultimately disaster upon itself. The first and the last word in this controversy is that there can either be no settlement at all or else a settlement by consent."

This idea of compromise and mutual agreement such as prompted the recent Conference that failed so dismally, is also favored by the Liberal *Spectator*, which declares:

"The political situation may therefore be summed up as follows. Both parties are disappointed at the results of the elections. Each party has an important card in its hand. The Liberals, owing to the impossibility of another General Election, can on one side squeeze their opponents.

"Their opponents, however, can squeeze them by forcing the Liberals to create the five hundred Peers, and thereby not only to incur unpopularity and odium, but also materially to alter the course of their political program. In these circumstances, it seems to us that settlement by agreement of the parties is not only the best plan for the country, but also the line of least resistance from the purely party point of view. But tho we desire agreement on the Parliament Bill, we in no way desire another conference.

"That is quite a different matter. We venture to say that neither side desires it. If there is to be an agreement of the parties, it should be by means of really private talks, and not of formal conferences where the dumb-show is watched by the press, and where the participants in the debates have the uneasy feeling that they are sitting in a glass-house which, tho it does not carry sound, is uncomfortably conspicuous."

It is merely "stale mate," declares the Conservative *Saturday Review* (London) which characteristically sneers as follows:

"'As we were' may be satisfactory to the Government, it may be a triumph for them; but if that was all they wanted and hoped for, one feels they could have got their way much more easily by having no election at all. One can hardly believe that sane men would force a General Election on their supporters merely for fun—just for the merriment of a 'general post' in a game of Blind Postman. If they did not expect to improve their position, it was mere cussedness to dissolve at all. . . . But, of course, the truth is the Government did expect to win many seats and so come out of the election vastly stronger. They have failed, just as we have failed; so stale mate is the result."

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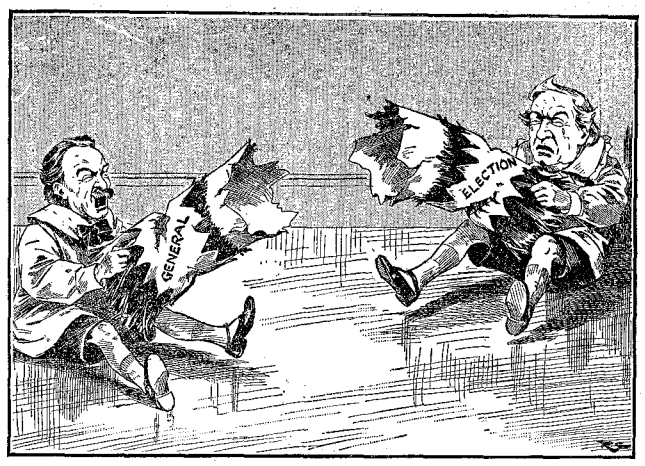
THE AWAKENING.

BERTIE ASQUITH—"I say, your stocking looks a bit thin."
ARTIE BALFOUR—"Well, yours isn't as fat as it might be."
—*Punch* (London).



THE EXPLODED CRACKER.

DUET OF THE DISAPPOINTED—"Boo hoo! It cost two millions, and now there's nothing in it!"
—*Pall Mall Gazette* (London).

CHRISTMAS DISAPPOINTMENTS.

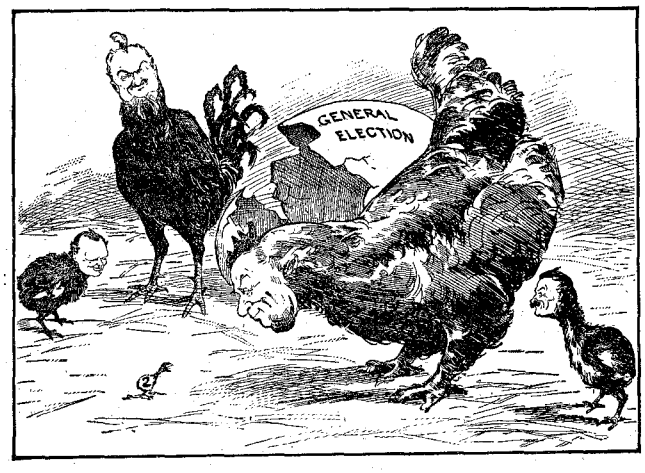
LIMITATION OF ARMAMENTS IMPOSSIBLE

PRESIDENT TAFT, Colonel Roosevelt, and Premier Asquith have each and all pronounced an opinion in favor of international peace and the consequent limitation of armaments. Such limitation would result in the enrichment of nations by the abolition of taxes imposed and spent in sustaining Army and Navy. Recently the Chancellor of the German Empire has been expressing his views on this subject. The immense military establishment maintained by the Kaiser's Government costs the common people many sacrifices and obliges them to curtail their enjoyment of some of the ordinary necessaries of life such as meat and white bread. It is well known that horse and dog flesh are publicly sold in the Berlin markets, as the protective tariff makes foreign pork and beef too expensive for the poor to purchase. All this condition of affairs would be largely remedied by an abatement of the taxes which are imposed upon the people for the support of the Army and Navy. It is therefore interesting to read in the *Vossische Zeitung* (Berlin) that Mr. von Bethmann-Hollweg has exprest his views in favor of a treaty with England "drawn up in the economic interests of both Germany and Great Britain." He admits that the Government of King George has made frequent overtures on this matter and he states his own feelings as follows:

"The English Government has made some such proposition from time to time, but has never particularized in such a form as to admit of our giving a reply of yes or no. The first occasion on which the subject was broached was at the Hague Conference. We certainly share with England a desire to avoid all rivalry on the subject of armaments, and this desire we have frequently exprest, without binding ourselves in the matter excepting so far as to encourage a friendly feeling between the two Governments. We are certain, however, that this exchange of views has done something to abate the feeling of mutual distrust which hitherto has prevailed on the subject of armaments by land and sea. Such a discussion has at least furnished a guaranty of the peaceful intentions of both nations."

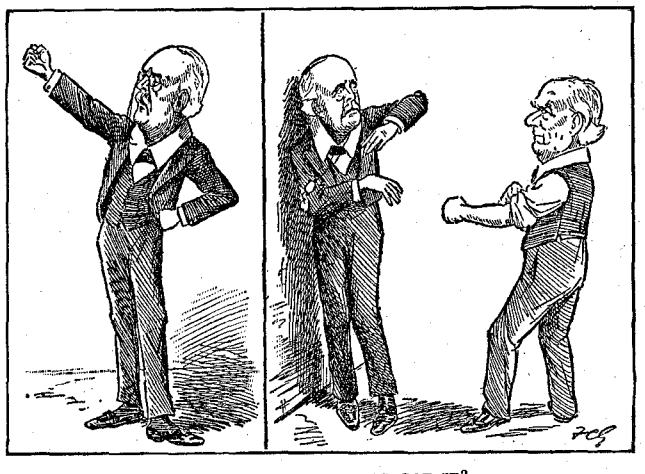
The whole tone of the European press, English, French, German, and Austrian, reveals a wide opinion that the limitation of armaments in Europe is "an iridescent dream" and would be a very dangerous experiment to say the least. Where would Germany be if war broke out between her and England, asks the *Norddeutsche Zeitung* (Berlin), and France were to join with the latter country, purse and sword? As this powerful organ observes:

"Every time that any attempt is made to formulate precisely and without diplomatic generalities any plan of limitation, we perceive how vain is the proposal. Beneath all such proposals there lies nothing but a general expression of that desire for peace which is becoming universal. Yet history teaches us that this desire has never been keener or more vociferously heralded than on the eve of great wars."—*Translations made for* THE LITERARY DIGEST.



THE DECEMBER HATCH.

GENERAL CHORUS—"Isn't he just the most wonderfullest chickabiddy as ever was seen?"—*Pall Mall Gazette* (London).



NOT HAPPY NOW HE HAS GOT IT?

A. J. B.—"Only let him give me the chance of getting at him!"

A. J. B.—"Here, I say! What's the meaning of this? It's quite unprovoked!"
H. H. A.—"I thought you wanted the chance—and here it is!"
—*Westminster Gazette* (London).

PUTTING A GOOD FACE ON IT.

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LEO—"Look here, sir. You have our money and you won't give us a safe road. We're not going to make a grievance of that, and we won't eat you up on that account. But if you don't do our bidding, we'll—"

PERSIA—"Very good. Just make that friend of yours get out of my house, and all will be well!" —*Hindi Punch* (Bombay).

COVETOUS EYES.

Has the moment for partition come?

—*Kalem* (Constantinople).

THE LION OR THE BEAR.

THE MENACE OF TURKEY

THE YOUNG TURKS, says H. Marchand in *Questions Diplomatiques et Coloniales* (Paris), are taking a course both in Africa and Asia, in Egypt as well as in Persia which is significant. Their "megalomania" is likely to prove as injurious to the interests of France and England in Africa as it is to those of England and Russia in Persia. The Young Turks are marshaling themselves under the banner of Islam and claiming the hegemony in regions where European Powers had hitherto formed protectorates, or spheres of influence; they are even trying to encroach with a dominating hand upon the vast African empire of France. Nevertheless, Mr. Marchand speaks in the following temperate terms:

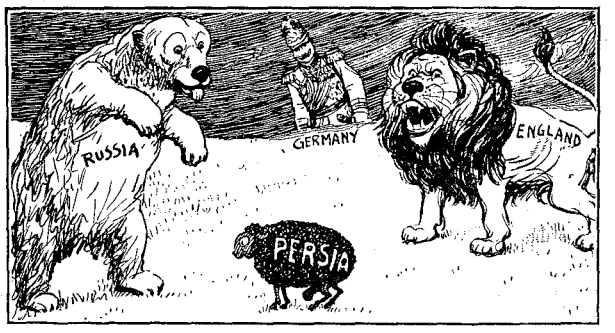
"The excessively unyielding and one-sided idea of things which Turkey has shown by her attitude toward us, the Oriental trickery which she has practised, are all the more unexpected by us in view of the loyal assistance which we proffered to the new régime which resulted from the revolution of April 13. The Ottoman press should not forget the good offices of France disinterestedly rendered on many occasions. However, we must not regard the present difficulties as utterly incurable. We may see in the conduct of the Young Turks merely a desire to respond to the chauvinism of the general Moslem world."

This same spirit of chauvinism, as manifested in the case of Persia is, however, defended in some measure by *The Continental Correspondence* (Berlin), which thinks that England's recent note to Persia threatening to police the trade routes of the South "is considered equivalent to the first step in dividing Persia between England and Russia." This writer continues:

"From a geographical point of view the excitement of the Turks is easily explainable. The boundary line between the Turkish and the Persian Empires is very long and uncertain. There is no end of difficulties with the semi-independent Kurds and Arabs settled there. That Turkish politicians prefer a weak neighbor in the East to a great European Power, is intelligible enough. Turkey did not hesitate to march her troops to some strategically important points in the Persian province of Asurbeijan, as soon as the Anglo-Russian Convention was heard of. Nor have any protests of the Persian Government at Constantinople been of any avail. The boundary is not exactly laid down in any of the Turko-Persian treaties, and the line drawn on the map by an Anglo-Russian Commission a few years ago is not recognized by the Turkish Government. Even the Russian remonstrances have not moved Turkey to withdraw her troops, because the Russian occupation of parts of the province of Asurbeijan is considered unwarranted by any just claim. Unless compelled to do so, Turkey is not likely to recede in Persia."

But the cause lies deeper than here. Islam is to be centralized at Constantinople and countries populated by Mussulmans, even in part, are to be under the control of the Young Turks, whose national and religious pride has been hurt by recent developments. Thus we read:

"But more than the Turkish interests in Persia is behind all this excitement. The Turks believe that they have got a new lesson about the dangers always threatening a weak country. They were very lucky in escaping any attempts at intervention



THE PARTITION OF PERSIA.

The rescuer is in sight—but won't do anything.

—*Kladderadatsch* (Berlin).

during the years of transformation. But the times of Abdul Hamid are still in the memory of everybody, and it is argued that at present Turkey is trifled with by the Powers that seem to have established themselves in Persia. It goes without saying that the Turkish journals moralize in truly Oriental style about the fallacy of such phrases as integrity of the Persian Empire, recognition of sovereignty of Turkey in Crete, etc., and that they are inconsolable about the impotence of international law in this wicked world. It is useless to laugh at such lamentations. The fact is, that for many reasons the Turks feel themselves hurt in Persia. That can not be helped. The

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pity is only that in our days the Persian question should become entangled in the far more difficult and dangerous Pan-Islamite question by this new turn of public opinion in consequence of the Ottoman revival."

Turkey has indeed recently had a great many "lessons" as to its insecurity as a religious and political hegemony, we are told. "The brutal annexation of Bosnia and Herzegovina, supported as it was by Germany"; as well as "the attitude of the Powers who held the protectorate of Crete and that of Greece, constituted in the eyes of the Ottoman leaders many reasons for alarm." Taking another view of the unreasonableness of Turkish objections, a writer in *The National Review* (London) justifies England's conduct with regard to South Persia, even to the eventual establishment of a protectorate, on many grounds, and among other arguments states the following:

"The arguments for intervention do not rest solely upon trade requirements. The British loans to Persia are partly secured upon the Gulf Customs. If the trade of the South is destroyed, that security will disappear. Great Britain is unable, moreover, to contemplate with indifference the existence of chronic anarchy in a country contiguous to her own Asiatic territories. The incessant disorders in Southern Persia are bound eventually to have some effect upon Indian conditions, if they have not done so already. Finally, Great Britain, as the guardian of the peace of the Gulf, can not forever tolerate the continuance of a situation which disturbs the quietude she has established and long maintained in Gulf waters by heavy sacrifices."—*Translations made for* THE LITERARY DIGEST.

CHINESE REFORMS BUT SKIN DEEP

A DESPONDING account of the recent so-called reforms in China is given in the *Economiste Française* (Paris) by Pierre Leroy-Beaulieu. His great work is the "Renovation of Asia" in which he discusses the present condition of Siberia, China, and Japan, where he has traveled; so he speaks with authority when he says that as far as China is concerned the political, social, and economic reforms are a delusion and a sham, "a façade with no solid building behind it." The Parliament is not a representative assembly, the administration of justice and the condition of the prisons are as bad as ever, the railroads and telegraphs the worst in the world. Speaking of the much vaunted Parliament he writes:

"It is well to investigate the composition and the character of this Assembly. There is nothing democratic in it. Of the 200 members that are comprized in it 100 are the nominees of the Government, namely, 16 princes and dukes belonging to the royal family, 12 members of the Manchu and Chinese nobility, 16 members of various imperial clans, 14 hereditary princes of tributary provinces, such as Mongolia, 32 ministerial functionaries, 10 literary men of distinction, and 10 of the richest taxpayers in the country. The other 100 are nominated by the provincial Assemblies."

This legislative body is merely, as its name imports, "an Assembly for the assistance of the Government." It can not impose its views on the throne. It has submitted to it the budget, taxes, public loans, and all laws excepting such as affect the constitution. Whenever the throne is displeased with the Assembly or in conflict with it, it is merely dissolved for a fortnight. The monarch has reserved to himself every department of the Army and Navy as well as of foreign affairs. Well may Mr. Leroy-Beaulieu exclaim:

"These are powers extremely limited, and if European chambers could look forward to such frequent grounds of dissolution, they would have to return to their constituents pretty often."

He goes on to compare it to the Turkish Parliament, and declares:

"While my memory as to some of these conditions may have grown somewhat faint, I feel that I can safely say that the Chinese Parliament is in all likelihood going the way of the Turkish Assembly. I mean that it is not likely to succeed in very much improving the relations of China with foreign Western Powers nor in ameliorating the condition of foreigners resident in the Empire."

In social and political matters he roundly declares:

"Most of the ancient abuses are as rampant as ever heretofore. There are constant violations of treaty clauses, such as the illegal imposition of transit duties, the exaction of road tolls, which it was hoped the railroads would have put a stop to, but which they have caused to multiply more and more and thus hampered commerce. The administration of justice and the condition of the prisons is simply shameful, and official corruption abominable!"

In fact, China has been too hasty in her attempts to reform and has daubed her wall with untempered mortars. In the words of this writer:

"In the innovations which the Chinese have borrowed from Western nations they have been in too much of a hurry to throw away the help of their guides and counselors. The telegraphic system in China is the worst and most expensive in the world. The new Chinese Army has already become an object of contumely, altho we have heard so much bragging about it. It is said that the spirit of the troops is not to be relied upon and they are being approached by the revolutionary party. A division of the Army was recently, on this account, deported from the capital to Paoting-fou, where the people of the place nicknamed them the 'army of scoundrels.'"

This calm-minded statistician, editor, and traveler concludes these scathing strictures as follows:

"The Chinese individually may be endowed with admirable qualities, they may be excellent traders, good workmen, diligent husbandmen, and they are accomplishing on the Mongolian and Manchurian steppes an unparalleled work of colonization. But is there a single class of the nation prepared to assume the task of ruling upon modern lines of government? This is the serious question before us and bold would he be who should answer it in the affirmative."

There are, however, some brighter prospects for China, and the present Assembly may eventually be developed into a representative and constitutional parliament. The educated part of the population are in earnest about this matter, and we read in the London *Times* that recently a demonstration of students in Peking took place at the palace of the Viceroy. They demanded that the constitution pledged by the Edict of November 4 be immediately put in operation:

"The Edict promised that a full Parliament should be convoked in three years' time, and that the interval should be devoted to the preparations—including the formation of a responsible Ministry and the drafting of a Constitution—necessary for transforming the Chinese Government into a constitutional monarchy on the European model."

But, we are told, "the reform movement is without leaders capable of controlling it and of guiding it along the path of moderation and safety." To quote further:

"It is earnestly to be hoped that such leaders will soon make an appearance and establish their authority over their fellows. Without firm leadership China can scarcely hope to transform herself into a modern State without disaster. In the ranks of the Government there are no statesmen capable of guiding the country through the dangers, internal and external, that are already serious enough, and that in the near future may easily become a menace to its integrity. Good will there is in plenty; but one sees nowhere the necessary combination of insight, ability, experience, and influence. . . . For such a leader or leaders the task, difficult as it is, is far from hopeless. Not only is the old self-contented stagnation fast disappearing; not only is everybody convinced of the necessity of change, and of drastic change; changes are actually taking place, and good work is being done in all manner of directions."—*Translations made for* THE LITERARY DIGEST.

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SCIENCE AND INVENTION

THE LIVING BODY AS A FACTORY

WHAT MAY be called a manufacturer's view of vital processes was contributed to the literature of biology by Ernest Solvay in a recent lecture delivered at Brussels before the Belgian Association of Engineers and Manufacturers, in the presence of the King and other notables. Mr. Solvay is the originator of the celebrated "Solvay process," and as an eminent inventor and chemist as well as a patron of education and the arts, he had been urged to make public his views on certain questions of pure science. Mr. Solvay at the outset explains that he never delivered a lecture before, and that he yields only on the understanding that he shall not be regarded as establishing a precedent. Then he goes on (we translate from the *Revue Scientifique*, Paris, December 3):

"What is society? An assemblage of nations. What is a nation? An assemblage of men. How do these assemblages of men evolve? What element of fate, of the inevitable, is there in their development?

"Evidently there is nothing inevitable and fatal except insomuch as it is governed by natural laws; are assemblages of men so governed?

"Yes, if the individual man is. But is he?

"What is a man, then, from this point of view? And in the first place, what is an animal, since man is an animal? What is a living being, since an animal is a living being? Finally, what is the simplest of living beings, a monocellular organism—the living cell considered by itself; for there is no use in complicating further a subject that is complicated enough when reduced to its simplest expression?"

To ascertain what this cell really is, the author has recourse to an imaginary professor of physiology, whom he handles thus, after the Socratic method:

"Professor, will you tell me what a cell is?"

"Certainly; a cell is the elementary form of living matter."

"I beg pardon; I am a mechanic; I can with difficulty penetrate the labyrinth of morphological questions, or into complications relative to psychic entities such as life. That we may stand on solid and definite ground, will you not say whether there is a dominant chemical reaction in every cell?"

"Yes; oxidation is dominant. In all living beings, without exception, there is oxidation."

"Even in the vegetable cell?"

"Yes, but in a less evident way; for the vegetable cell, while oxidizing, effects a reduction of carbonic acid coming from without, with the aid of energy from a foreign source—that of fundamental oxidation. . . . . .

"Tell me now what it is that oxidizes in the animal cell."

"In the last analysis it is hydrogen, and in incomparably larger amount, carbon."

In this way the dialog goes on, until the questioner gets the professor to say that a cell is a continuously operating piece of machinery. He then announces that he is in possession of sufficient data to formulate an opinion in his own way, which he does in the following words:

"The animal cell, which is called 'alive,' is simply a living chemical reaction—or more exactly a living oxidation of carbon—that is to say, an oxidation of carbon which has organized itself by the creation of services of entry and exit of materials of reaction, precisely as we organize our factories industrially."

All other substances that take part in the functions of the cell are merely subsidiary to this burning up of its carbon, according to Mr. Solvay. This reaction is accompanied by degradation of energy—the change of mechanical energy into low-grade heat, and hence—tho physicists may not be able to follow him here—tends to perpetuate itself. Hence the continuity of the so-called vital process, and also the tendency of cells to associate, to increase their self-organization and, in a word, to evolve progressively more and more complicated forms of life. Proceeding further, he applies the same principles to social organization, and thus succeeds, to his own satisfaction, in building the whole structure of human life, individual and collective, on a single chemical reaction, with its accompanying thermal and other phenomena. This is the "Solvay process" of explaining life—a sufficiently interesting one from more points of view than one.—*Translation made for* THE LITERARY DIGEST.

THE SIGNIFICANCE OF DREAMS

"EVERY dream represents the fulfilment of a wish that has remained unfulfilled." This, we are told by Dr. Jung, a recent German investigator, is a law to which there is absolutely no exception. Thus, the fasting man dreams of food; the inventor, that he has successfully completed his invention; the lover, that he is happily married, and so on. The objects of which we dream may be, and generally are, symbolical; but when properly interpreted the dream is always found to signify the fulfilment of a wish. Dr. Jung uses these facts in a method of mental diagnosis to which he gives the name of "psychanalysis." In it he uses also association by the rapid utterance of words, tendencies shown by letting the mind wander at will, and so on; but his use of dreams is especially characteristic and interesting. Says *The Medical Record* (New York, December 24) in a description of Dr. Jung's method:

"During the daytime the associations of ideas and emotions that occur to us are constantly regulated by the impressions from our surroundings. In the factory our thoughts will be driven in business channels, and it is quite unlikely that thoughts of what the children are doing at school bother us. When we get home the reverse will be the case. As we fall asleep this regulation by the surroundings falls off; our mind wanders according to its own instincts and our dreams are pictures of our inner selves.

"The dreams of children are very simple because their minds have not received much regulation. A child dreams she is in a boat on the water. The day before she had not been allowed to go in the boat. Freud's nineteen-months-old child had been obliged to fast for a day. That night she was heard to say in her sleep: 'Anna Freud Erbeer Hochbeer Eierpeis Papp.' Evidently she was dreaming that she, Anna Freud, had strawberries, blueberries, egg food, and pap to eat."

The following example is given of an elaborately symbolical dream that enabled a physician to diagnose and relieve a case of mental trouble:

"'I bought a ticket to some place, a single ticket, because I was not coming back. At a certain station on the way I get off. I go to the manager's office, where I find two men at work over papers. I stand at attention, heels together in the German fashion. The man has an American military cap of dark blue. I say to myself, "Shall I give a military salute or take off my hat?" When the manager turns around I ask for the return of my money, because I have found a patient on the train. The manager, who has now become a younger man, says yes, but it will be dear; it will cost one fare plus a hemorrhage, plus an infarct [internal obstruction]. I reply, Never mind, the expense is nothing to me. The assistant reckons out what I am to get and says it will be about 50 per cent.'

"The patient had originally been in doubt whether he should stop for treatment in this town or go to one much farther off. Stopping at the nearer place, he had a few days before seen the doctor and his assistant (manager and clerk) at a scientific meeting. The doctor had told him he could not begin treatment till next week (he stands at attention waiting). The patient holds the doctor in great respect (the dream clothes him in a military costume and makes him manager of the station). At the same time the doctor is a personal friend; the two feelings are present at the same time and the patient doesn't quite know how to act ('Shall I give a formal military salute or take off my hat in a friendly manner?'). The patient naturally expects the doctor to do him enough good to compensate him for

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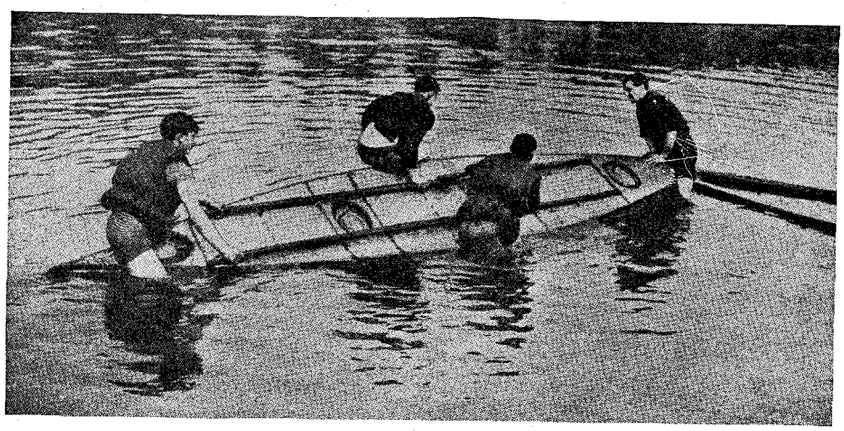
what he loses by not going to the other place ('I ask for the return of my money for the part of the journey not taken').

"It is characteristic of dreams that the personalities are often changed. The patient now represents himself as a doctor who had found a patient on the train. Instead of remaining the inferior (the patient) he for a moment gratifies himself that he is the superior (the doctor), who is about to treat a patient.

"The dream now notes the fact that the doctor is younger than the patient (manager is now younger). The patient had been somewhat worried over the probable expense and feared what the dream declares ('it will cost you dear'). On the previous evening the patient had discust the matter with a friend and remarked that the journey was not entirely for the sake of the treatment (one fare), but also to learn the method; he had also complained that the treatment cost him part of the time he wished to give to some anatomical work ('hemorrhage plus infarct'). These two topics had occurred to him during his anatomical work on the preceding day. He had finally concluded that he was ready to pay any price if he could be cured ('never mind, the expense is nothing to me'). The 50 per cent. seems to refer to the fact that the treatment was taking about half the time from some other work.

"The further interpretation could be made only in connection with the rest of the treatment. A vitally important defect of the patient's character was an inability to properly and promptly understand his relations to other persons; the uncertainty as to how he should approach another person exprest itself in the dream as the doubt concerning how he should greet the doctor; this hesitancy in greeting had actually given him very great mental distress for many years. Another defect was a constant conflict between a naturally spendthrift nature and an acquired but annoying and ill-judged penuriousness; the whole dream consists of questions of expense.

"This dream, as well as many others, exprest the patient's thoroughly egocentric view of the events of life."



THE METAL DORY UPSET, SHOWING THE LIDS OF THE AIR-TIGHT COMPARTMENTS.

This elaborate explanation may seem to some to resemble the Baconian cyphers; with sufficient ingenuity any dream may be made to correspond with any state of affairs whatever. But the writer is very sure of its practical usefulness. In connection with Dr. Jung's other allied methods of "psychanalysis" it reveals the subconscious life (which is, we are told, the "entire past history stored up somewhere outside of consciousness") with a certainty not arrived at by the psycho-physicists in their methods of laboratory experiment. It enables the practitioner to cure many obscure mental diseases by revealing as the cause some suppressed emotional experience of the past, and it is also of immense value in "correcting unprofitable mental attitudes," being applicable "in every case of defect of character, such as bashfulness, timidity, obstinacy, temper, or greed."

A NON-SINKABLE METAL BOAT

A METALLIC dory with water-tight compartments, used in the French fisheries on the Newfoundland coast and possibly destined to replace wooden life-boats on large steamers, is described in *Cosmos* (Paris) by H. Noalhat. The new dory is of the same dimensions, weight, and form as the old ones, but is entirely of sheet steel. Of the compartments *A*, *B*, *C*, and *D*, as shown in the diagram, *A* and *D* are placed respectively at stern and bow, and *B* and *C* are amidships, where they form seats. All the pieces are carefully assembled and riveted together so as to be quite water-tight. The cutwater *e* is of flat iron and the ribs *f* of steel. The only wooden parts are the floor *i*, the thole-pins *j*, and the false keel *g g*. We read:

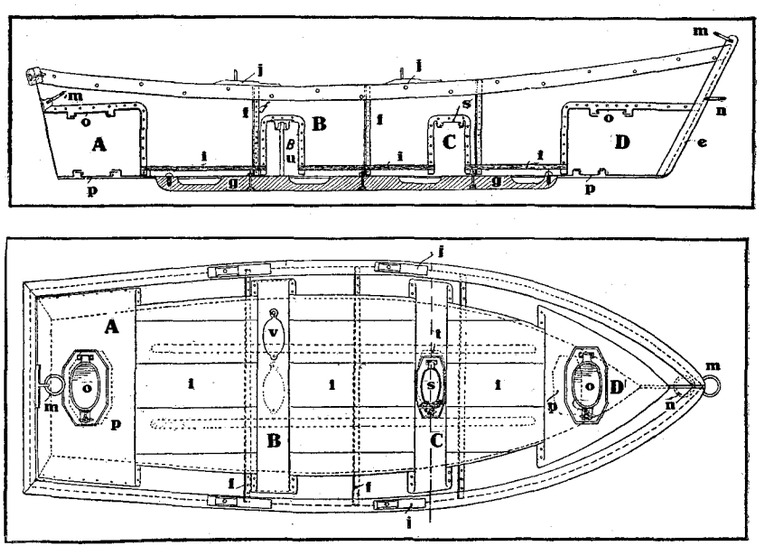
"Owing to these compartments, the dory can carry several men without risk of sinking, even in heavy weather and after shipping water. The compartments are also valuable places to store clothes and dry underwear. Tight lids, *o*, furnish access to the interior. Other lids, *p*, have been provided on the outside for the use of shipwrecked men clinging to the keel, if the boat should be upset. The compartments *B* and *C* serve as seats; they are utilized respectively for fresh water and food. . . . . .

"This boat is more expensive than a wooden dory, but the latter costs more to keep in order, and loses much of its strength and tightness after several months of use.

"The use of sheet steel does away with these troubles and the upkeep reduces to the infrequent renewal of paint and the repair of accidents.

"As the useful life of the new vessel is at least five or six seasons, the increased cost is more than balanced by the length of service and by the possible reduction in the number of the crew. This is an economic advantage which may make it to a shipowner's interest to employ this type of boat. . . . . .

"Independently of its use in the Newfoundland fisheries, the new dory may be utilized to advantage on cargo boats and even on passenger boats, which may carry a large number of them as their form enables them to be packed in nests of five or six. In case of shipwreck they can be launched without using davits. . . . When capsized, the boat serves as a life-buoy and holds a reserve of provisions easily accessible in whatever position it may be, enabling it to minister to the first needs of the shipwrecked crew."—*Translation made for* THE LITERARY DIGEST.



SECTION AND PLAN OF THE UNSINKABLE METAL DORY.

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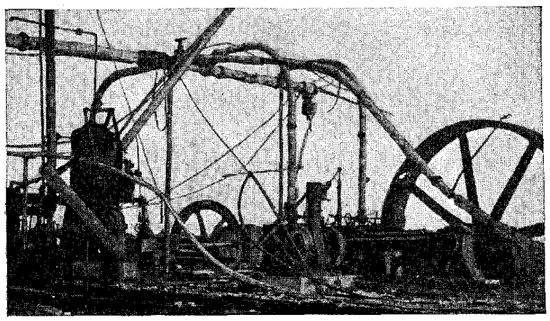
FIRE-PROOF MINERAL FIBER

A FIBROUS mineral is something of an anomaly in nature. Such is asbestos, whose "fibers" are of course nothing but long, slender crystals, having considerable flexibility. The uses of this mineral fiber have greatly extended in the past few years. Its occurrence in nature and the methods of its preparation are described in *The Iron Age* (New York,



By courtesy of "The Iron Age."

ASBESTOS PIPE COVERING INTACT AFTER DESTRUCTION OF PLANT BY FIRE.

December 29) by J. F. Springer. The mineral, we are told by this writer, occurs in very thin veins in ordinary serpentine rock, sometimes not more than ½ or ¼ inch thick or even less. The crystals always run crosswise, so that the thickness of the vein represents the length of the asbestos fibers. It is difficult to spin asbestos into thread because of its great smoothness, but now this has been overcome and asbestos thread is now produced so thin that a mile of it weighs only about a pound. We read:

"While asbestos in some form has been known for 2,000 years, it has become important industrially only during recent years. Now it is used for many things, particularly for covering steam pipes, for which it has admirable qualities. It is a very good non-conductor of heat, and it is largely because of this that it is so much sought. In addition, it is fire-proof. . . . Asbestos does not have to be of the very highest quality to withstand 2,000° or 3,000° F. It derives its ability to resist heat from the fact that its chief constituents have already been burnt or oxidized, as it is made up of oxids of silicon, magnesium, aluminum, iron, and hydrogen. It also possesses great resistance to acids. All of these make its use in connection with steam installations of high utility. . . . . .

"The United States contains some asbestos, but has never become an important factor in its production. Canada produces nearly the whole, while Russia and Cape Colonoy add a little. Italy contains some high-grade asbestos (amianthus), but is scarcely a factor, apparently because of the difficulty of mining the material. In Canada, the mines are commercial propositions. In appearance and form, its asbestos (chrysotile) is quite different from the Italian, but chemically and industrially they are very similar. The Canadian asbestos is found at or near the surface, 150 or 200 feet being about the maximum depth of the mines, which are usually worked as open pits like stone-quarries. Cableways or derricks are employed to bring the raw material to the surface. That which promises fibers ⅝ inch and longer is usually drest by hand. Girls and men break up the fragments with hammers and small sledges, and a certain amount of the fibrous portion is recovered by sieves. The material from which the hand process fails to extract the fiber and the shorter lengths find their way to the mill, where they are mechanically treated.

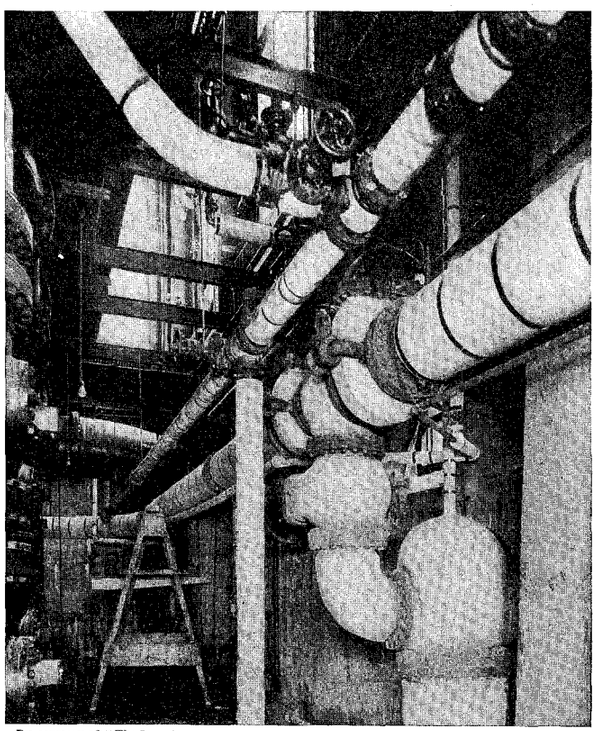
"Mechanical methods are only a few years old and are in vogue at nearly all the works now. Rock-crushers, jaw-breakers, crushing-rolls, fans, conveyors, and screens make up nearly all the chief items of the equipment. These would have but moderate success were it not for the machines known as fiberizers. One variety is the beater, which consists of a horizontal cylinder of boiler plate with a shaft extending along its axis and provided with a group of arms about every six inches. These arms are fitted with knives or blades, so that when the shaft is rapidly operated the ore is cut up. The arrangement is such that the material fed in at the ends is discharged at the center, or vice versa. Another fiberizer is the cyclone. At the bottom of an iron case are arranged two chilled-iron devices similar to propellers. These are independently operated in opposite directions from the outside. The effect of their rotation at 2,000 or 2,500 revolutions per minute is to soon break up the asbestos material, which is fed in in pieces the size of walnuts, into quite small fragments. This is one of the most efficient machines, despite the fact that some of the fiber is ruined.

"Electromagnets are employed by a couple of concerns for the purpose of removing chance bits of iron."

COLLEGES AS BUSINESS INSTITUTIONS

AFTER PUTTING forth a report on medical education that has set all the doctors by the ears, the Carnegie Foundation now follows this up with a bulletin on industrial efficiency in which the author finds fault with the business administration of most of our institutions of higher education. The author of the bulletin is an engineer, Mr. M. L. Cooke, who has made a specialty of the organization and management of large industries, and he applies to the colleges and universities the principles that he has worked out industrially. The editor of *The Popular Science Monthly* (New York, January) is of opinion that Mr. Cooke takes himself and his methods too seriously and that it is a mistake to try to run a college exactly like a factory. He writes:

"This publication, like others from the same source, is really interesting. It is an advantage for academic problems to be discust from all sides and that complete publicity should be given to financial management. It is, however, undesirable for an institution having largesses to bestow to assume powers either inquisitorial or dictatorial. In the present case it is fair



By courtesy of "The Iron Age."

SHOWING THE USE OF ASBESTOS PIPE COVERING.

to state that the president of the Foundation says that he refrains from discussing the merits of the report made and published under its direction."

Especially does our critic fall foul of Mr. Cooke's principle of the "cost per unit hour," which he says is quite inapplicable to teaching, important as it may be in manufacturing. We read:

"It is evident from the principle of the 'cost per unit hour'

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that a university in which a thousand-dollar instructor is teaching a hundred students is five hundred times as efficient as one in which a five-thousand-dollar professor is proposing a problem for research to a single man; but it is not clear how one can deduce from this principle that 'there is a distinct disadvantage to undergraduate students to be near research work.' But perhaps this is because research work does not set an example of efficiency, the universities not yet having adopted Mr. Cooke's plan of a 'general research board' and 'a director of research,' to pass on the expediency of undertaking any given project and to keep constant track of the progress of work and of its cost.'

"Mr. Cooke commends one professor who told him 'that if at a lecture the students began to get drowsy, he gave them a little more air,' but it is not clear that the cost per unit hour would have been increased if the air had been let in sooner. This particular professor is also highly praised for keeping his lecture-room extraordinarily neat; but it appears elsewhere in the report that under these circumstances he required four assistants to help in the preparation of a lecture.

"We are told by Mr. Cooke that only at one university 'was there anything to impress me with the snap and vigor of the business administration.' If the tables in the report are correct, this university pays its teachers less than Harvard, but spends more than twice as much in its administration, namely, $258,456.12 a year, about half what it pays its teachers. This university, the combined cost of whose administration and teaching is greater than at Harvard, has about half as many scientific men of distinction on its faculty. Indeed, in one case at least Mr. Cooke's observation is not bad, for he naively says: 'At those schools where there were the largest number of "big men" I found what seemed to me to be the least desirable systems of management.' Mr. Cooke would remedy this by arranging matters so 'that when a man has ceased to be efficient he must be retired, as he would in any other line of work'; but he does not tell us who would be responsible for dismissing professors or whether under these circumstances professors in our leading universities might not properly expect salaries equal to those of our leading engineers, physicians, and lawyers.

"It should be understood that these remarks and quotations give only one side of Mr. Cooke's report, which is in many respects a document worth reading. The usefulness of our universities should be increased; their money is not always spent to the best advantage. It seems to be generally true that efficiency is inversely as the size of the 'concern.' The writer of this note has recently had dealings with a department store, a publishing house, and an express company, and he can assure Mr. Cooke and the Carnegie Foundation that there is even more urgent need for missionary labors on behalf of efficiency elsewhere than in the university. Efficiency is desirable everywhere; but it is only a means to an end. The university stands for higher things—scholarship, research, service, leadership, ideals, honor. It is doubtful whether the further elaboration of department-store methods in the university will even reduce the 'cost per unit hour,' if 'overhead charges' are included. The solution is the reverse of that proposed by Mr. Cooke. The department should have autonomy and the individual freedom. Only thus will the best men be drawn to the universities and be led to do their best work."

OLD WOOD STRONGER THAN NEW

ALMOST any one would say, at first thought, that new wood is always stronger than old. It has been found, however, in a series of tests made by C. P. Buchanan and reported by him in *Engineering News* (New York, December 8) that sound timber a quarter of a century old is materially stronger than new stock. This applies only to white pine, since that was the wood on which Mr. Buchanan made his experiments, but the editor of the paper just named, in commenting on the results, says that there is no reason to suppose that oak, hard pine, or any other wood commonly used in building would behave differently. It is fair to conclude, he goes on to say, that all wood maintains its strength, except as decay weakens it or fire and mechanical abrasion destroy it. We read:

"It may be said that engineers are already using wood for permanent service where it is kept under water. Its permanent reliability under such conditions is literally a foundation fact in engineering. For use in superstructures, however, engineers are prone to look upon wood as a perishable and temporary material.

"Admittedly wood above water is subject to destruction by fire and decay, but if these two enemies are kept away it is difficult to set a limit to the useful life of wood. Mr. Buchanan's tests were of wood only twenty-five years old, but there are plenty of wooden truss bridges all through the East whose structures have been protected from the weather and which have been carrying traffic for 50 to 100 years. The bridge over the Hudson at Waterford, N. Y., which burned down last year, will be recalled; that structure was in service about 105 years. Many European travelers will recall noted wooden bridges and other wooden structures abroad of much greater age. In fact, were it not for the increasing cost and scarcity of good timber, there is reason to believe that many county highway bridges of moderate span and light loads would be actually more permanent structures, having longer life and involving smaller cost for maintenance during their life, if built of wood than if built of steel.

"Altho wood is the oldest historically of our constructive materials, yet the question of change of strength with age has never before been studied."

LACK OF ORGANIZATION IN RESEARCH

A WAR in which every combatant should go out and fight on his own account, without paying the slightest attention to what others were doing, would scarcely be conducted with efficiency. Nor were great industries operated with economy and effectiveness when every workman made an article from start to finish, working by himself in no conscious relationship to others. Cooperation under proper superintendence is a far better plan, both in the activities of peace and those of war. Why can we not have it in purely scientific research? At present nearly every investigator works for himself and by himself, jealous of his own fame and caring little to cooperate with others or to aid them in any way. The betterment of this primitive and unscientific method of work is advocated in the engineering supplement of *The Times* (London, December 7) in an article entitled "Organized Scientific Research." The writer, who makes a strong plea for the formation of a Research Coordination Committee, puts forward six propositions as axiomatic, of which the first, third, and fifth are as follows:

"1. It is not scientifically efficient for the same subject to be investigated in the same manner and the same futile conclusions obtained, because those who have failed have refrained from leaving any record of their work, which would have tended to prevent redundancy.

"3. The publication of records of inconclusive work will promote scientific efficiency by indicating what lines of attempted progress have been unsuccessful.

"5. The value of coordinated research is of national rather than of sectional interest. A recognition of this view has in the past, brought about the constitution of various committees to deal with such subjects as gas-engines, the thermal efficiency of steam-engines, alloys, cement, rail corrugation, and corrosion."

A committee should be appointed, the author says, to organize the whole field of scientific research, including, of course, an adequate number of sub-committees. Any sub-committee should be authorized to summon a conference on the subjects within its sphere, as a preliminary to the organization of research on some subject of the kind. To this conference would be invited members of the institutions supporting the research coordination committee who were concerned with the subjects in question. We read:

"Later abstracts of reports and summarized conclusions would be . . . embodied in the proceedings of the institutions covered, credit of name and priority of discovery being given to the contributory investigators . . . it would, however, be a moral obligation upon all to communicate details of what they had

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found to be futile, *always provided that the financial interests of others were not prejudiced thereby.*"

The italics above are not in the original but are those of an editorial commentator in *The Electrical Review* (London, December 16), who thinks that the italicized words point out "one of the rocks on which the scheme might founder."

A LIGHT-ALARM

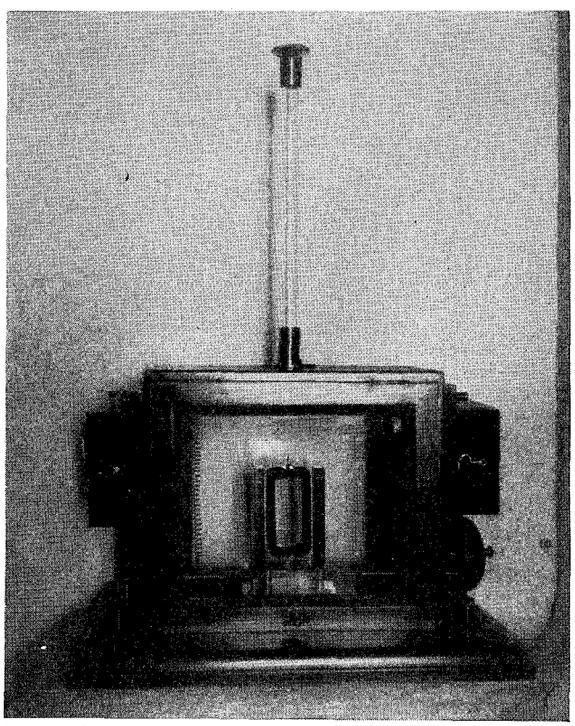
AN ALARM that goes off whenever the slightest ray of light falls upon it has been invented in France. It will be useful as a fire alarm or as a burglar alarm, unless the burglar works in pitch darkness, as is hardly probable. The Berlin correspondent of *Modern Electrics* (New York, December), who describes the instrument, tells us that, like most tele-photographic apparatus, it is based on the photo-electric sensitiveness of selenium, a metal-like element related to sulfur. In the ordinary condition a perfect insulator, this substance, under the influence of light, becomes a conductor of the electric current, in a degree depending on the luminous intensity. By making ingenious use of this same property, the inventor of the new alarm, a French engineer, Mr. E. Dafah at Jonzac, has brought about the result above described. Without any material connection with its surroundings, it is actuated at a distance merely by the faint light of a dark lantern or even a match. We read:

"The apparatus comprizes two parts, viz.: the transmitter and receiver, situated at any distance from one another and connected by an electric wire. The transmitter is merely a sensitive selenium cell in the shape of a small cylindrical box containing some selenium tape wound up in a coil. Any number of transmitters can be installed in connection with a given receiver.

"The receiver mainly consists of a special electro-magnetic relay for actuating the alarm. This is a galvanometer, the frame of which, on the passage of current, is deflected about 90° and by means of a milled knob can be adjusted again in a parallel direction to the magnet field, after which a horizontal contact-piece perpendicular to the magnet is inserted between the two terminals. As long as the transmitter is covered by its protective lid, the galvanometer remains at rest. As soon, however, as the lid has been withdrawn, and the selenium is struck by ever so faint an illumination, the resulting alteration in current intensity will produce a deflection of the galvanometer frame, so that the contact-piece, touching one or other of the terminals, will cause the alarm bell to be actuated.

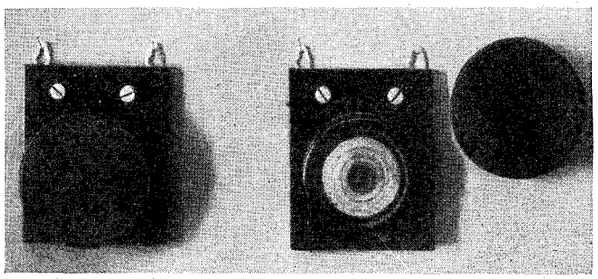
"The conductive wire connecting the transmitter with the receiver can be so arranged as to comprize, in series connection, all the various objects (doors, drawers, locks, etc.) to be protected. After being once set working, the alarm bell can not by any means be stopt from the transmitter-room, not even by the tearing of conductors, which insures the inviolability of the apparatus.

"The alarm above described can be utilized also as a fire alarm for signaling an incipient fire. If each of the rooms to be protected be equipped with a selenium cell the illumination produced, even by the slightest fire, will set the receiver ringing, thus allowing the conflagration to be soon detected. The sensitiveness of the apparatus is controlled at will."



By courtesy of "Modern Electrics."

RECEIVER OF THE NEW BURGLAR OR FIRE ALARM WHICH IS SET IN ACTION BY THE SLIGHTEST RAY OF LIGHT.



By courtesy of "Modern Electrics."

THE TRANSMITTER.

POWER FROM PEAT

OF ALL THE schemes for utilization of the vast deposits of peat to be found in all parts of the world, none is so promising, perhaps, as that represented by a recent installation in Russia where the peat is used successfully in a gas-producer. As is well known, the "producer" system of obtaining power from the combustion of fuel is not to turn water into steam with it and run a steam-engine, but to turn it into gas in a "producer," which is a gas plant on a small scale, and then use this gas in a gas-engine. It has been found that peat may be used in this way as well as coal, and it is possible that this discovery may solve the problem and add enormous value to our peat deposits. Says a writer in *Cosmos* (Paris, November 12):

"For a long time, also, it has been sought to find remunerative means to use peat as an industrial fuel, either by extracting simultaneously, but separately, gas and the nitrogen that it contains in important quantities, or the gas by itself alone. But for purely economic reasons, it can not be dried artificially, and when dried simply in the air, it still contains a very large proportion of water, which has hitherto put a stop to the attempts of all investigators. At the same time there is at present in Russia a factory that is operating continuously with an explosion-motor of 500 horse-power fed solely with peat-gas. The gasogene is charged from above and the gas is taken out at the center, because the temperatore is highest there. The gas is conducted through washes and cleaners before delivery to the motor, and its high temperature is used to reheat the primary air. The nitrogen, which is lost, represents 55 per cent. of the gas, which also has 15 to 17 per cent. of carbonic acid, 8.8 to 9.5 of carbon monoxid, 16.5 to 17 of hydrogen, besides hydrocarbons and oxygen. The consumption varies, with the humidity of the peat, from 0.9 to 1.35 kilograms per horse-power hour; and the gas obtained has a calorific power of 850 to 1,050 calories per cubic meter.

"Altho this installation dates back less than a year, the results have been quite satisfactory, and it may be that we have in it a valuable indication of the means to be used for a rational and remunerative exploitation of our peat-beds."—*Translation made for* THE LITERARY DIGEST.

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LETTERS AND ART

THE BEST GERMAN OPERA SINCE "PARSIFAL"

TWO EVENTS, perhaps of unequal importance, marked the performance of Humperdinck's opera "Königskinder" at the Metropolitan last week. One was that this was the first presentation on any stage of this work by a foreigner and a German; the other was that real live geese were introduced as very active parts of the *dramatis personæ*, to compete with the menagerie of stuffed birds and beasts that abound in the Wagnerian drama. Record has it that the geese

HUMPERDINCK AND HIS KÖNIGSKINDER.

Geraldine Farrar and Herman Judlowker, singers of the title parts in the new opera, here show their gratitude to the composer for furnishing them the vehicle of another success.

conducted themselves in a manner showing they were quite as well aware of the dignity and importance of their office as did their ancestors when taking a hand in saving Rome from her invaders. This premier, following so hard upon that of Puccini's "La Fanciulla del West," ruffled the dovecotes somewhat less, tho the composer himself was also present, as in the former case, to assist at the launching. In this there was no call upon the patriotic sentiment, except that the leading female rôle was sung by an American, Miss Geraldine Farrar. The opera in all senses was German, and indeed, as one critic points out, might have gained for us by having had its premier in its native country and there undergone the pruning it must obviously submit itself to. That the house has gained a new prestige Mr. H. T. Parker, in the Boston *Transcript*, frankly admits:

"The Metropolitan Opera House had spent the same pains upon Humperdinck's music-drama as it had spent upon Puccini's and to like rounded, illusive, achieving, and engrossing result. With 'La Fanciulla del West' and with 'Königskinder,' it sought the first performance on any stage of new operas by eminent composers. In the near future they themselves may seek it for the quality of the performance that they seem sure, under the present dispensation at the Metropolitan, to receive. By the quality as well as the fact of its first performances of Puccini's and of Humperdinck's opera, it has gained a new prestige among the first opera-houses of the world. Tho opera-houses are beginning to multiply in America, to the good fortune of the arts that they cultivate and of new publics and old, the Metropolitan is, more than ever, by these two achievements, the center and the fountain of these arts on this side of the sea. And as in 'La Fanciulla del West,' so also in 'Königskinder,' it assembled all the resources and met all the requirements of the music-drama of our time."

Mr. Krehbiel gives, in the New York *Tribune*, this lucid story of the opera, which, by the way, has been rendered somewhat familiar in its dramatic form by Mr. Martin Harvey, who played it during his last visit to us in 1902:

"Once upon a time a witch cast a spell upon a king's daughter and held her in servitude as a gooseherd. A prince found her in the forest and loved her. She loved him in return, and would gladly have gone away from her sordid surroundings with him, tho she had spurned the crown which he had offered her in exchange for her wreath of flowers; but when she escaped from her jailer she found that she could not break the charm which held her imprisoned in the forest. Then the prince left the crown lying at her feet and continued his wanderings. Scarcely had he gone when there came to the hut of the witch a broommaker and a wood-chopper, guided by a wandering minstrel. They were ambassadors from the city of Hellabrunn, which had been so long without a king that its boorish burghers themselves felt the need of a ruler in spite of their boorishness. To the wise man the ambassadors put the questions: Who shall be this ruler and by what sign shall they recognize him? The witch tells them that their sovereign shall be the first person who enters their gates after the bells have rung the noon hour on the morrow, which is the day of the Hella festival. Then the minstrel catches sight of the lovely goosegirl, and through the prophetic gift possest by poets he recognizes in her a rightly born princess for his people. By the power of his art he is enabled to put aside the threatening spells of the witch and compel the hag to deliver the maiden in his care. He persuades her to break the enchantment which had held her bound hitherto and defy the wicked power.

"Meanwhile, however, grievous misfortunes have befallen the prince, her lover. He has gone to Hellabrunn, and desiring to learn to serve in order that he might better know how to rule, he had taken service as a swineherd. The daughter of the innkeeper became enamored of the shapely body of the prince, whose proud spirit she can not understand, and who has repulsed her advances. His thoughts go back to the goosegirl whose wreath, with its fresh fragrance, reminds him of his duty. He attempts to teach the burghers their own worth, but the wench whose love he had repulsed accuses him of theft, and he is about to be led off to prison when the bells peal forth the festal hour.

"Joyfully the watchmen throw open the strong town gates and the multitude and gathered councilors fall back to receive their king. But through the doors enters the gooseherd, proudly wearing her crown and followed by her flock and the minstrel. The lovers fall into each other's arms, but only the poet and a little child recognize them as of royal blood. The boorish citizens, who had fancied that their king would appear in regal splendor, drive the youth and maiden out with contumely, burn the witch, and cripple the minstrel by breaking one of his legs on the wheel. Seeking his home, the prince and his love lose their way in the forest during a snow-storm and die of a poisoned loaf made by the witch, for which the prince had bartered his broken crown, under the same tree which had sheltered them on their first meeting; but the children of Hellabrunn, who had come out in search of them, guided by a bird, find their bodies buried under the snow and give them royal acclaim and burial. And the prescient minstrel hymns their virtues."

In place of the heralding of the Puccini opera this one stole almost silently upon us, but it wins golden opinions from the

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critics, which can scarcely be said of the other. Mr. Finck in *The Evening Post* is thus unequivocal:

"The assertion that this is the best German opera since 'Parsifal' holds true of the poetic side as well as the musical. Women have not achieved the same distinction as playwrights that they have as writers of novels, but in this instance a woman shares with the composer the praise for having produced a genuinely poetic stage work. There are some weak points in it: the allegory is superfluous and also objectionable, since, on account of it, a royal pedigree is withheld from the goosegirl; it is also probable that the opera's chances of popularity would be improved if it ended with the spectacle of the royal children being buried by the snowflakes—a picture most admirably presented last night by Mr. Gatti-Casazza and his aids, Anton Shertel and Edward Siedle; but in most other respects 'Ernst Rosmer's' libretto is a masterpiece, free from the glaring absurdities that abound in most of the 'books' that composers have to content themselves with, and full of fanciful touches. Through somebody's inexcusable blundering, those who attended the performance last night were deprived of the pleasure of a previous perusal of this story in detail, as the libretto was not ready till shortly before the performance began; but if they will take our advice they will peruse it now, and they will be surprized to find that the mere reading of it, without music, will, as in the case of the 'Lohengrin' text, bring tears to the eyes. Add to this Humperdinck's emotional music and Geraldine Farrar's pathetic acting and singing, and the effect is irresistible. If you have tears, prepare to shed them now. Both after the dress rehearsal and the first public performance there were many reddened eyes. One well-known composer confest that he had wept for the first time in ten years."

MISS FARRAR AND HER FEATHERED FELLOW ACTORS.

The geese scored a triumph as well as the prima donna, whose "pathetic acting and singing" made one well-known composer confess that "he had wept for the first time in ten years."

WHY AMERICAN PLAYS FAIL IN LONDON

A PLAY which has a modicum of American success is almost invariably rushed off to London. No amount of disaster to such enterprises seems to deter American managers from making one more trial of a favorable English verdict. Our actors and managers sometimes ask whether they really get fair play, and Mr. Henry Arthur Jones, now present among us producing his latest play, "We Can't Be as Bad as All That," has tried to answer the question. In this effort he is joined by the dramatic critic of *The Westminster Gazette* (London), who places us in a category of sulkers by ourselves. He declares that "all foreigners, with the exception of the Americans, have acknowledged gratefully what they deemed the impartiality of the British public." He goes on:

"So far as the Americans are concerned it seems worth while to investigate the question whether there are any grounds for thinking that the prejudice exists. Certainly there have been a prodigious number of disastrous American theatrical enterprises in London, and comparatively few successes, except those of Mr. Charles Frohman. As a rule the failure of the American enterprise is due to obvious causes: plays are offered to us which in style are almost antediluvian, and acted by clever people whose humor is intensely local. Some years ago I remember being 'pitched into' by a wrathful Teuton because I had failed to appreciate the peculiar beauties of a work presented by the German Theater, and written in a Bavarian patois; and my humble explanation that I was not engaged to tackle dramas in a Bavarian patois did not appease him. Now, our American friends are rather fond of giving what one may call the Bavarian patois, and using language strange to us, and we are so busily engaged in trying to understand the amazing developments of the tongue exported in the *Mayflower* that the drama fails to impress us.

"Moreover, it very often happens that the people in the plays behave in a fashion which does not accord with our views of human nature, or even stage-land. In cases like these it is not surprizing that the Americans 'make an oven,' if I may adopt the puzzling phrase of our French friends, who often find in London a Tom Tiddler's ground. On the other hand, there is abundance of evidence that no question of favoritism and prejudice is involved. We have taken into favor a very large number of American players, each of them, of course, displacing a native artist."

The list which this critic gives seems formidable at first; but the more one studies it he will see names that represent actors who have made but brief and infrequent visits to London, so they could scarcely "displace" native artists. Indeed, this writer does not even show thorough familiarity with their names. To take the single case of Richard Mansfield. It was said at the time of his death that tho born in England he had not played there in twenty years. But to the list:

"Merely relying upon memory, I may name Miss Ada Rehan, Miss Elizabeth Robins, Miss Annie Russell, Miss Gertrude Elliott, Miss Maxine Elliott, Miss Grace Hawthorne, Miss Julia Marlowe, Mrs. Browne-Potter, Miss Ethel Barrymore, Miss June Van Buskirk, Miss Grace George, Miss Marie George, Miss Edna May, Miss Maud Fealy, Mrs. Leslie Carter, Miss Blanche Walsh, Miss Margaret Illington, Miss Suzanne Sheldon, Miss Billie Burke, Miss Fay Davies [Davis], Miss Julie Opp, Miss Marie Doro, Mrs. Madge Carr-Cook, Miss Madge Lessing, and Miss Rose Stahl. Turning to another category I might name as dancers Miss Isadora Duncan, Miss Ruth St. Denis, and a host of American variety artists whose names escape me. Among actors are poor Richard [Robert] Taber and John Drew, Frank Mills, James Lewis, Richard Mansfield, William Gillette, Joseph Coyne, G. Fawcett, Paul Arthur, and James [John] Mason. I have jotted down the names as they came into my mind, without any pretense at order of merit or seniority, and I have purposely omitted the names of some who were famous before my time. Few if any of these can complain of not getting a fair hearing in England, a good many of them have made this country their home. . . . . .

"A good many of these have taken part in ill-fated enterprises;

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many, I believe, will admit that, even if their merits are not quite sufficiently appreciated, prejudice or favoritism has not hurt them here; indeed, there have often been complaints by English actresses—well founded, it seemed to me—of the engagement by managers of Americans willing to act for less than the fair rate of salary in order to get the hall-mark of London success."

The next paragraph really comes to the point. And American managers will do well to ponder it:

"For it must be remembered that, tho some may dispute the fact, a triumph in London is regarded in the States as a kind of hall-mark; here, indeed, is the cause of most of the really hopeless enterprises. Moreover, there are subdivisions. There are a few failures and a very few successes of American companies in American pieces, fewer successes and more failures proportionately of mixt teams of American and English players in American pieces, and some successes and some failures of American players in English pieces. Also our invaders may be divided into two classes—those who have what we call an American accent and those who have what they call an English accent. Into the vexed question, Which is preferable? I do not propose to venture. Even a third class exists, consisting of those who have no American accent, so far as the word 'accent' is equivalent to the word 'twang,' but nevertheless employ a method of speech that immediately indicates origin. The commonest class of failure is in the play where a company of people, all of them supposed to be English or French, are represented by a collection of players, some of them with an English, some of them with an American, accent. This has an abominably jarring effect. Illusion is destroyed; it is true we have had instances on our stage of foreigners successful under such circumstances. Modjeska, for instance, and Mademoiselle Beatrice, and Marius. Also, I fancy, Fechter had an accent; but the effect in the cases with which I am acquainted were deplorable. As a last word: the best evidence that the favoritism does not exist is the fact that the American enterprises do not diminish in number—alas!"

A FORAIN CARTOON IN "LE FIGARO."

This cartoonist, who contributes to this famous French newspaper, seems to work in the method commended by Rodin—that of "passing swiftly over details so as to grasp only the truth of the ensemble."

RODIN'S IDEAS OF DRAWING

IN DRAWING, "an unexpressive minuteness of execution and a sham nobility of action" is always sure of catching the interest of the ignorant, says the French sculptor Rodin. He is himself a draftsman of voluminous accomplishment, and some of his drawings are sure to startle the uninitiated, who, if he sees anything in them at all, decides that they are the private memoranda of an artist, and not suitable for exhibition purposes to which they are sometimes devoted. Mr. Paul Gsell, who has often acted the Boswell to Rodin, has again given us in *La Revue* (Paris) more of his scattered dicta. Those upon drawing we find translated in the Boston *Transcript*, where in addition to our opening sentence we see Mr. Rodin again prodding the multitude with the assertion that "the vulgar see nothing in a daring résumé that passes swiftly over details so as to grasp only the truth of the ensemble. They care nothing for the sincere observation that scorns theatric poses and is interested only in the perfectly simple, but far more thrilling, attitudes of real life." He appears to be working off some old resentments in these following words:

"The whole subject of drawing is beset with errors difficult to correct. People imagine that a drawing can be beautiful in itself. They admire the artists who select powerful subjects and introduce magnificent figures devoid of meaning and give their characters pretentious attitudes. People rave over poses that are never to be seen in nature, and call them artistic because they suggest the swagger of Italian models soliciting employment. This sort of thing is ordinarily spoken of as 'fine drawing.' It is in reality only a form of jugglery to astonish idlers.

"It is the same way with drawing in art as with style in literature. A mannered style, straining to compel notice, is bad. The only good style is the style that effaces itself so as to concentrate the reader's entire attention upon the subject treated and the motion rendered.

"The artist who parades his drawing and the writer who invites praise for his style resemble soldiers who strut about in uniform but refuse to go into battle or farmers who polish their plowshares to make them shine instead of breaking the ground with them.

"Really fine drawing never courts praise, so absorbing is its interest in what it expresses. So with color. As there is no such thing as a beautiful style or beautiful drawing, there is no such thing as beautiful color; there is but one beauty—that of fidelity to truth in expression. And when a truth, when a profound idea, when a powerful sentiment glows in a work of literature or art, it is sufficient proof that the style or the color and drawing are excellent, but that quality comes only with a reflection of truth.

"Raffael's drawing is admired, and rightly; but it is not to be admired for its own sake; it is not to be admired for its more or less clever balance of line. We should love it for what it signifies. The thing that gives it all its merit is the sweet serenity of the soul that looks out through Raffael's eyes and expresses itself through his hand; it is the love that his heart seems to shed upon all nature. Artists lacking this tenderness, yet seeking to borrow from Raffael his cadences of line and the postures of his figures, have produced mere vapid imitations.

"What we ought to admire in Michelangelo's drawing is not the figures themselves nor the audacious foreshortening nor the learned anatomy; it is the furious, thunderous power of that Titan. Buonarrotti's imitators, not possessing his soul, have copied in painting his buttress poses and his tense muscles—and made themselves ridiculous.

"What we should admire in Titian's coloring is not its more or less agreeable harmony, it is the meaning it affords; it is truly agreeable only because it gives the idea of a sumptuous dominant sovereignty.

"The true beauty of Veronese's coloring comes from the way its luster represents the refined magnificence of patrician festivals. Rubens' colors are nothing in themselves: their radiance would be vain did it not give the impression of life, of happiness, and of robust sensuality.

"There is perhaps no work of art that owes its charm entirely to balance of lines and tones and that addresses itself solely to the eyes. If, for instance, the stained glass of the twelfth and thirteenth centuries delights the eye with its deep, velvety blues and soft violets and glowing carmines, it is only because those tones interpret the mystic felicity which the pious artists of the time hoped to enjoy in the paradise of their dreams. If certain Persian potteries, sown with turquoise poppies, are wondrously adorable, it is because by a strange effect their nuances transport the soul to some vale of revery and fairy loveliness.

"So every drawing and every ensemble of colors afford a meaning without which they would have no beauty."

This is not to imply a "contempt for craftsmanship," Mr.

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Rodin hastens to assert. But "craftsmanship is only a means" and the artist who neglects it "will come out as badly as the knight who forgets to feed his charger." Because—

"It is only too evident that if the drawing is careless and the color false, the most powerful emotions will fail of expression. Errors in anatomy will provoke laughter, when the artist seeks to thrill. This is the calamity that befalls many a young artist to-day. As they have not studied earnestly, their lack of skill constantly betrays itself. Their intentions are good, but an arm too short, or a leg askew or a blunder in perspective repels the spectator.

"No sudden inspiration can take the place of the long labor that is absolutely necessary before the eyes gain a knowledge of forms and proportions and the hand a docile responsiveness to sentiment."

A SEAMSTRESS' LITERARY SENSATION

IT WAS NOT long ago that we reported the plaint of a French writer that interest in fiction was dead or moribund in France. This year, however, several prize-giving bodies have vied to award their benefaction to a work of fiction—at least fiction in form of autobiography. The woman whose work is thus made famous is Marguerite Audoux, a poor Parisian seamstress, who has produced what Mr. Alvin F. Sanborn, an American writing from Paris, calls "the most astonishing if not the best book of the year." It is upon the latter valuation that this work, called "Marie-Claire," receives a prize of 5,000 francs from *La Vie Heureuse*, a Paris weekly. In the voting of the Goncourt Academy it received a majority on the first ballot, but it fell away in favor of a more obscure rival, for, as Mr. Sanborn points out in the Boston *Transcript*, the Goncourt Academy "likes to startle," and "it is one of its most cherished objects to repair literary injustices and it aims particularly to recompense works which have not been remarked by critics and the press." The book, which is now the talk of Paris, was written by Miss Audoux because she "found that her eyesight would no longer bear the strain of daily work with her needle." *The Pall Mall Gazette* (London) gives us the synopsis of the work:

MARGUERITE AUDOUX IN HER LATIN-QUARTER HOME.

She turned from sewing to novel-writing and won one prize of 5,000 francs, and just missed being crowned by the Goncourt Academy as author of the best book of the year.

"The story is of the very simplest, and at first sight one feels inclined to wonder whether it can be properly described as fiction at all, or whether it should not rather be called autobiography. *Marie Claire* loses her mother before she is five years old, and, being abandoned by her drunken father, finds her way to a Catholic orphanage at some hours' journey from Paris, where she is much petted by *Sœur Marie Aimée*, the nun in charge of the little ones. We are here told by hints rather than by direct statement that *Marie Aimée* is in love with the curé who acts as chaplain to the establishment, and that the Mother Superior is jealous—not, apparently, without reason—of their intimacy. Consequently, when *Marie Claire* grows up, and her friend wishes her to be apprenticed to a dressmaker, who happens to be the curé's sister, the Mother Superior intervenes, and she is sent instead to a farm at Sologne, where she learns a little of the life of the fields and woods. Here she is again in luck in finding both the farmer and his wife extremely kind people, and they, on discovering that she is hardly strong enough for field work, take her into the house less as a servant than as a humble friend. When the farmer dies, and the farm changes hands, *Marie Claire* finds her own situation change too. The new farmer's wife has a passion for linen, and keeps her unfortunate dependent hard at work at a sewing-machine, until her brother casts his eyes upon and makes a kind of hobbledehoy love to *Marie Claire*. In the result, she is sent back to the orphanage, where she is by no means welcomed with open arms, and is sent to work in the kitchen. Yet she is once again happy in the affection of the angelic *Sœur Désirée des Anges*, who is in charge of the kitchen, and is further gladdened by a last interview with her old friend, *Sœur Marie Aimée*, who passes through the orphanage on her way to end her days at Leper Island. When *Sœur Désirée* dies, which she does quite suddenly of, apparently, some chest affection, the nuns evidently think they have had enough of their protégée, and *Marie Claire* is handed over to a sister of her own whom she has not seen since infancy. This last is married to a small farmer, and hearing that *Marie Claire* has been presented with 40 francs as a viaticum by the Mother Superior, suggests that she shall go with it to Paris to seek her fortune, and we therefore leave her in the train on the way thither. No doubt we shall hear of her again."

This English writer thinks the preface written by Mr. Octave Mirbeau has had a great share in the work of bringing it success. But there is something else:

"If we look further for the cause of this, we shall find it, I think, in the perfect taste which forbids Mlle. Audoux to make any self-conscious or direct appeal to the feelings of her readers. 'Marie Claire' is written from one end to the other in the simple and level style which comes naturally to children, who are generally more concerned in getting out their story intelligibly than in striving after dramatic effect. In this the author is no doubt largely helped by the sheltered and, on the whole, uneventful life which her heroine leads; yet it would be a great mistake to suppose that this simple and chastened style is the artless and unstudied expression of the writer's own feelings. *Marie Claire* is represented as having always had an unappeased desire for reading, which showed itself very early in the treasuring of scraps of newspapers, old almanacs, and a broken-backed Télémaque; and to this extent, at least, we learn from M. Mirbeau that Mlle. Audoux's book is autobiographical. Hence we are not surprized to find most of the characters and all the incidents such as would be more likely to be met with in the literature called 'goody' than in real life. Nearly all the personages in the tale are, in spite of their faults, self-sacrificing and thoughtful for others, whose death is the one expedient on which the novelist relies to cut all knots. . . . Mlle. Audoux's story convinces us once again of the truth of the adage, 'Ars est celare artem.' Once again, then, we find a book owing its success—and 'Marie Claire' is already in its twelfth thousand—to its style alone, and vindicating to some purpose the truth of the view that to please the public it matters little what you say so long as you know how to say it."

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THE RELIGIOUS WORLD

TO HEAL SICK CHURCHES

WHILE the churches have been preparing in these latter days to heal sick people, one writer proposes a course in the theological seminaries for healing sick churches. The seminaries are urged to add a new department to their courses of study and call it "church therapeutics." The training a minister would receive from this new department might be comparable to the hospital experience a young medical student gets before he goes out to practise. At all events there is nothing in the training of a minister, thinks Rev. E. F. Blanchard, that corresponds in its completeness to the training of the doctor, the lawyer, or the army officer. The young minister, says this writer, "knows only how to conduct religious services and prepare a thirty-minute sermon." Instead of keeping quiet about the symptoms of sick churches, Mr. Blanchard would have the matter all laid before the young theological student by those who have felt the pulses and administered the healing potions—that is, by experienced and successful clergymen. In *The Christian Work and Evangelist* (New York) his idea is thus presented:

"Data should be gathered of the troublesome and unhealthy churches (omitting the names of places and people), of what has been done in the endeavor to bring about healthier conditions, and the results. The pastors furnishing these data should state the mistakes they made in their efforts and what they would do in similar cases again. These collected data and the suggestions would comprize the basis of study. Also, successful clergymen should address the students upon their experiences in difficult and delicate situations. With such a course as this the young minister would not go forth into the work ignorant of actual conditions, as many do to-day, and he would be better prepared to meet exigencies and to direct church affairs. Such a course of study would save many a minister, both young and experienced, from making many mistakes that would be an injury to both themselves and the churches.

"Furthermore, a minister going to a new field should not go in entire ignorance of the conditions, especially if it is a troublesome and hard field. It is also a mistake to send *young* men into such difficult fields, but this is often done, jeopardizing both the best interests of the men and the churches. Such senseless and suicidal procedure is seldom seen in the best conducted affairs of the world. The most critical positions are given to the experienced army officer, the most critical cases to the experienced doctor, and the most critical legal entanglements to the experienced lawyer.

"Let the minister be trained for his work as completely as are the men who enter other professions, and let church affairs be managed in the same manly and businesslike spirit as are the affairs of other enterprises, and the Church will take a new place in the world."

The plight of many young ministers who have merely "preached two or three summer vacations in missions or in small and feeble churches" is thus pictured:

"The young preacher becomes the pastor of a church. At first everything seems encouraging. He is flattered for his beautiful sermons, and he imagines that a new era of both temporal and spiritual prosperity is about to be realized. His expectations are great. But after a few months, he usually begins to learn the real condition of things. One man in whom the people in general have little confidence may be the dictator of affairs, or questionable methods may be resorted to in order for a clique to force their will upon the church; or those most prominent in the prayer-meetings may not have the respect and confidence of the community, and people may absent themselves from the meetings rather than hear these persons pray and talk; or some of the best people of the community may have withdrawn from the church, thoroughly disgusted with affairs; or there may be bitter jealousies and strife among the prominent members who, perhaps, do not speak to one another; or the church may be divided into warlike factions, each determined to rule and to injure the other; or there may be contention and jealousies in the choir—perhaps some of the singers do not speak to one another; or perhaps the minister may be advised by his church officials to be guarded about what he says in regard to intemperance and gambling, because several sporting characters contribute to the church, provided the minister is not offensive to them. The young minister sees little or no results of his efforts, and he understands why—the church is in an unhealthy state and needs something else as well as sermons and prayer-meetings."

THE GRAND OLD WOMAN OF SHAKERISM

ANOTHER woman notable in religious leadership has recently died. She was Elderess Anna White, who for thirty years has been the head of the largest family of Shakers in this country. This small sect, whose numerical strength was reckoned last year at 516, is said to be rapidly dying out. At their greatest period of prosperity, as reported by the different societies, there were only 4,869 members. Their principal seat is Mount Lebanon, N. Y. Enfield, Conn., formerly had a large colony, but this has greatly shrunk in recent years. Elderess White, as the editor of *The Christian Advocate* informs us, was the daughter of a wealthy Quaker merchant of New York City, and a cousin of the author and critic, Richard Grant White. She wrote a history of Shakerism and was president of the Peace Society that held the great national reunion at Mount Lebanon four years ago. Dr. Buckley, editor of the Methodist journal we are quoting, goes on to give us some personal impressions of Shakerism and of several women who have figured in religious leadership:

"The name 'Shakers,' like 'Quakers,' is merely a nickname, but, like the Quakers, the Shakers deemed the ridicule of no account and simply adopted the name when it became common, in the same way the Methodists adopted their name. The Shakers, in their services, have a kind of dance; and the Quakers, under the influence of the Holy Spirit, trembled and their voices revealed it. The Methodists recognized that their systematized service of God was truly Methodistic.

"As a religious denomination the Shakers exist only in the United States. They arose in England about one hundred and thirty-five years ago, from 'an obscure religious commotion, dating back to the "French prophets."' Their original name was 'United Society of *Believers in Christ's Second Appearing*.' The founder of the sect, as such, was ANN LEE.

"She had quite an exalted opinion of herself, as did Mrs. Eddy of herself and her Czar-like rule, for she was '*Ann the* WORD,' 'THE SECOND INCARNATION OF THE CHRIST, this time in the female line.'

"In 1774 she came across the ocean with her followers. They built their first house of worship in 1785 at New Lebanon. Two years later they organized their first community, family, or household. Ten years after they built their first house of worship they signed their first written covenant. Their community is a complete communism.

"But not like most communities, their social relations are on the principle of *strict celibacy*. They live in the same house and converse with each other. Nobody, however, has ever heard any scandal among them.

"They absolutely refuse to take up arms.

"They will have nothing to do with politics and they will accept no public office except one of these three: *road commissioner, school officer*, and *postmaster*.

"Two of their branches existed in New Hampshire, where we visited them and were greatly interested in their methods of argumentation. Solemn and slow, they all seemed happy, but they were not increasing. In some of their societies they have adopted children. In point of fact, when they began they expected the end of the world to take place very soon, and, according to their system, if their religion had been accepted by the world, it would in a century or so bring it to an end whether Christ came or not.

"When married couples join the society they regard each

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other as brothers and sisters only. They will not eat meat or fish; they will not use alcohol except as medicine. They taboo tobacco. They have generally had excellent health and lived to advanced age and not one of them has suffered from cancer.

"Members of this society who had served as soldiers, when they joined the Shaker community, refused to accept pensions, and this was largely the reason that President Lincoln ordered the release of Shakers who had been imprisoned for refusing to serve when drafted for the Civil War, as the sum saved to the Government in refusal to accept pensions would have more than paid for substitutes for the Shakers who had been drafted. . . . . .

"'Ann Lee' was, if it may be said, spiritually fierce. At times her preaching was like a tornado, and her opponents, of the untutored class, quailed before her eye. But Anna White, cultured and genial, was her opposite, except that she, too, was born with a will, which none could bend or break. Peace to her ashes.

"She never blasphemed Jesus Christ."

BRIGHTER PROSPECTS FOR MISSIONS IN SPAIN

PROTESTANT missionaries in Spain, we are told, are looking for a brighter day if the policies of the Liberal party meet with the measure of success their projectors expect. For many years the missions have suffered from restrictions forbidding public religious manifestations and prohibiting even the simplest religious symbols on their places of worship. That these measures are now being modified or relaxed we are told in *The Continent* (Chicago) by Mr. Theodor Fliedner, son of the well-known German preacher long associated with the work of the Berlin Missionary Society in Spain. His long acquaintance with this field enables him to speak from personal observation of the hardships of the Protestant missionaries, and his language is tinged with a certain bitterness when he writes of the Church which is now, in turn, the object of hostile legislation at Madrid. Last spring the Cortes encouraged the Protestant workers by reviving a paragraph of the Constitution of 1869, which declared "the Roman-Catholic apostolic religion" to be the religion of the State, but added:

"In Spain and its dependencies no person shall be molested on account of his religious opinions nor for the exercise of his form of worship as long as he respects Christian morality in a becoming manner. At the same time no other public ceremonies nor manifestations are permitted than those of the religion of the State."

Upon this in its relation to present-day events, Mr. Fliedner comments:

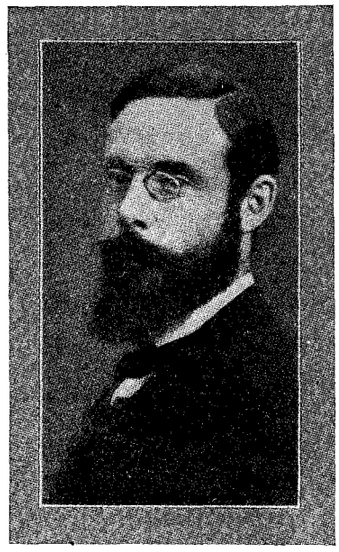
"As the Protestants do not hold processions, the new enactment only authorizes them to make their Church known as such by inscriptions on the outside. The bill according to which the establishment of new orders for the present can take place only with the permission of the ministry, until the whole situation of the congregations has been lawfully regulated, has just been amended and approved by the Cortes. Practically its importance would be slight, for, as a member of Parliament said, 'Are there any orders who desire to immigrate to Spain which have not already done so?'

"The third proposal is to regard the giving of one's word of honor as equally valid with an oath. This was already customary with senators and deputies, so that it is not a proof of great progress. All the turbulent agitation of the Clerical party, with their meetings for the people, declarations of the Ladies of the Sacred Heart of Jesus and Mary, pastoral letters, etc., are not therefore directed against the measures and plans already adopted, but are designed to prevent the Government from continuing in the direction in which it has started.

"The King's speech declared the intention of taxing the congregations. Why should that be impossible in Spain which has been quietly acquiesced in by the Pope and the bishops in other Roman-Catholic countries? . . . If the policy of the Liberal Government in regard to the Church fails, it will not be so dangerous for the Liberal party as for the monarchy. The latter had been till recently a strong support of the Clerical party, especially under the influence of the Queen Mother. If that party undermine this support, it can only be to its own damage."

The revival of the measure of toleration quoted above was accomplished last spring by revoking a law of 1876 which had rendered it practically nugatory. The original measure had seemed to allow freedom of religious opinion and worship, merely barring the "public ceremonies" and "manifestations" of the Protestants. The law of 1876, however, interpreted the prohibition in pretty sweeping terms, so that crosses, bells, spires, gothic arches and windows, and, indeed, everything that looked at all religious, had to go. It read:

"Every public manifestation of sects dissenting from the Romish Church outside their temples or graveyards is forbidden. Public manifestations, as understood by the preceding rule, are every act performed on the street or outer walls of the temple or graveyard which give evidence of ceremonies, rites, manners, and customs of the dissenting forms of worship—such as processions, inscriptions, flags, emblems, and signboards."



THEODOR FLIEDNER,

Who thinks if the policy of the Liberal Government in regard to the Church in Spain fails it will not be so dangerous for the Liberal party as for the monarchy.

That relief is welcome may be seen from Mr. Fliedner's recital of some of the consequences of its strict enforcement:

"Thereupon all the inscriptions or crosses upon churches which were not Roman Catholic had to be removed. This explanation became the excuse for annoyances of every kind. It was even regarded as a public manifestation when the singing of the children in a school was heard on the street. The façade of the secondary school built by Pastor Fritz Fliedner in Madrid had to be altered because a clock, a vane, and a Gothic arch were regarded as manifestations of a dissenting form of worship. Cabrera had to remove a cross from his church in Madrid. The same thing happened with an English chapel in Barcelona, and the German churches in Madrid and Barcelona were cautiously built inside gardens and left without towers. . . . . .

"There are other articles and decrees which interfere unwarrantably with the rights of those who do not belong to the Romish Church. The thirteenth paragraph of the Constitution secures the right of expressing their opinions to every one. The supreme tribunal even permits the exercise of scientific criticism of the doctrine of the Romish Church and makes insult and mockery alone punishable. But in reality persons have been punished by the law because they did not uncover before the host on the open street and, when called to account, quietly replied that their convictions would not allow them to do so. At the same time it is customary for the Spaniards to call the host when carried by the priest to a dying person 'the little god' and when carried round in solemn procession 'the great god,' and they have no idea how deeply such expressions offend truly religious feeling.

"The law in regard to marriage is peculiar. Marriage before a magistrate is valid in principle; but in fact those who ought to ratify the marriage advise the contracting parties to go to the priest. If they do not do so, and have no influential acquaintances to give them a recommendation, months may pass before they can get their right. Priests, monks, and nuns who have taken the vow of celibacy can not contract a legitimate marriage even tho they have long left the Romish Church. This decree was made by the Bourbons with retrospective force; all ex-priests who had married under the Republic or during the reign of Amadeo were simply declared unmarried and their children illegitimate. The laws in regard to cemeteries would be sufficient if they were observed. But very often one must

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apply to the governor, minister, or even the prime minister ere a simple village priest acknowledges the power of the law.

"The number of the priests paid by the State is almost 40,000; that of the monks and nuns it is impossible to find out; at any rate it is much larger than that of the secular clergy. The members of orders who last immigrated from France were forbidden by their superiors to wear their garb. The monks as well as the secular clergy enjoy great influence, the former even more than the latter. This influence may be explained by the power of their riches and the favor with which they are treated by the aristocracy. Many aristocrats are in reality but the puppets of the congregations. Others owe all their dignity as marquises or earls to the papal throne, whose titles are valid in Spain.

"On the other hand, the middle classes have generally little sympathy with the congregations; the convent traders interfere too greatly with normal commercial undertakings. A large number of the lower classes hate them. Even in the capital city of Madrid priests or monks seldom dare to go out after sundown in their robes. They are afraid of being mishandled by the mob. Whenever a tumult takes place the sheds of the custom-house officers and the windows of the convents are in danger, whether in Barcelona, Malaga, Granada, or Madrid."

JEWS IN NEWSPAPERDOM

THE JEWS have been subjected to a good deal of criticism for conditions in the theatrical world, where they are undoubtedly a controlling factor. It would also seem that the belief is current that they have "captured the press." At least a member of the English Parliament, Mr. Hillaire Belloc, also a well-known man of letters, has recently undertaken to defend them against this charge. This he did in a lecture recently delivered in London before a Jewish society, tho on this occasion, as *The American Hebrew* (New York) reports, he did not escape criticism. As this journal condenses the matter of his address he "declared that the notion that the Jewish race had captured the press was an exaggerated generalization, for, with few exceptions, the Jews did not own the great newspapers, they did not control the great news agencies, nor did they exert undue financial pressure on the organs of public opinion." Mr. Belloc is dealing exclusively with European affairs, but that also has its interest for us. *The American Hebrew* gives this report of what he said:

"Mr. Belloc said further on his subject, 'Jew in Modern Journalism,' that in the midst of European civilization the Jews presented a race highly united, largely cemented by its religion, united by a corporate tradition, and yet scattered throughout the nations and constituting the irritant which an alien body always must in the midst of another body. This had presented a problem for the last two thousand years, and its solution was both entertaining for the mind to dwell on and extremely important. He declared that the newspaper press to-day had become almost the sole means of information and expression, and the Jewish race was supposed to have captured it. How did the legend of the Jewish capture of the press originate? He attributed it in the first place to the fact that the Jew occupied a peculiar position as an international agent, and was therefore well primed with information concerning the doings in foreign countries.

"He attributed the success of 'De Blowitz,' the famous correspondent of *The Times* in Paris, largely to this fact, which was rendered more important by the high level of intelligence of the average Jew, that enabled him to impart information very readily. The third point was the detachment of the Jew which enabled him to take up a brief for any cause that was going. He thought this a dangerous quality for the Jews to possess, as Jews were almost always made the scapegoats. This had been notably the case in the Dreyfus case. Drumont could go, say, and do what he liked, but M. Reinach had been made impossible. One of the ways in which this peril could be conjured was by the Jews abstaining from intervention in religious quarrels.

"It was advisable that the Jew should not too actively take sides. It was a great mistake for the Jews to imagine that the religious quarrel was over. The European peoples were as keen on matters of religion as ever."

MODERN CONTEMPT FOR SAINTHOOD

A MINISTER once said in his sermon that the fear of being caught reading the Bible had disappeared out of the world along with the dread of diphtheria, of the bubonic plague, and of having your child sold into slavery. One of his auditors, Mr. Max Eastman, tells us that he, not by any means an octogenarian, can remember when the fear of being caught reading the Bible had not disappeared. In the January *Atlantic Monthly* he asserts that "it is habitual for boys of a certain age to be ashamed of being good." But this state of mind is not confined to children. At a church concert he saw the parson applaud Kipling's longing for the place "where there ain't no Ten Commandments." There seems to be a certain dislike for too much saintliness and a fear of being too good. Mr. Eastman thinks the revolt against "professional sainthood" is partly due to the stained-glass-window saint, and he finds there is an "ignominy of the virtuous" that prevails among church-members. To quote his words:

"We find it pretty strong in the churches where sometimes we go to learn how to be good. Much of what we learn there is summed up in the figures that occupy the stained-glass windows. If there is a living man, with the sap of nature running in his veins, who would consent to *be* one of those boneless saints, I have yet to see him. My impression of the whole tribe is that they need help. And if there is anything in the world that would sour me against virtue, it would be to have those lank and morose representatives of it stalking round me."

He proceeds to state the causes of this state of mind and its origin:

"I have an idea that the cause of this condition is to be discovered way back in the early days of the Church. It dates about the time when Saint Augustine wrote a book in which he divided the universe into two parts—the City of God and the City of Satan. And the City of Satan was just about this very world of solids and liquids and gases, and flesh and blood, in which we live together and beget children; and the City of God was something else. It was a general idea of the congregation of those neutral or fanatical persons who had separated themselves from the desires of nature and the needs of society, and conceived themselves to be undergoing a supernatural preparation for another world in which desires and needs and admirations would be altogether different. They were the virtuous and the rest were sinful. And thus it was that sainthood and virtue, and even the commonest kind of door-yard *goodness*, got separated from the question of the conduct of life in a neighborhood, and lost for ages the spontaneous heroic admiration of the young, and the candid acceptance in whole-heartedness of anybody."

We have one standard of life set before us on Sunday, he says, and take another during our week-day life. The Greeks were different, and altho we need not take their standards we ought to admire their consistency, for "their ideals were geared to the facts of the city they lived in." As he says:

"The admirations of the Greeks, to be sure, and their conduct of life, were not ours, nor need we pine for them. Good counsel, oratory, athletics, horse-taming, strength in battle, hospitality, and the ability to shout loud and carry all the liquor your host offers you—these are some constituents of the Homeric hero, and they are not especially significant for us in our industrial and bed-inhabiting civilization. The significant thing for us is that those qualities of their saints were the very things they admired and demanded of their companions. They praised in their sky-canopied theaters what they loved in the marketplace and at the hearth. Their divine temples were peopled with statues of those they would love to see standing there—the chosen of the earth in bodily grace, in athletics, in eloquence, statecraft, warfare, adventure, laughter, and jovial conversation—poets, generals, assassins, courtesans, and whoever did to either thinking magnificently carry his part in the drama of our existence here together. Their ideals being thus geared with the facts of the city they lived in, the love of their ideals was not sterile vapor, but begot conduct."

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MOTOR-TRIPS AND MOTOR-CARS

THE CARS FARMERS WANT

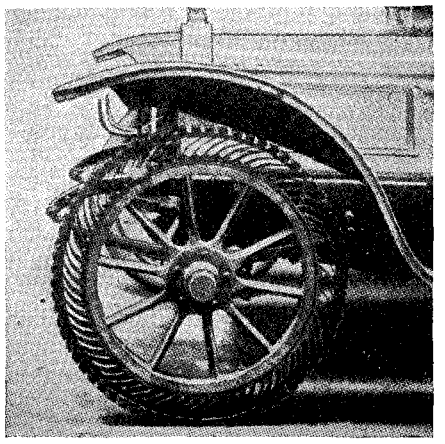
MANUFACTURERS who have waged what is called by *Motor Age* "a special campaign in farming communities," have arrived at certain conclusions in regard to the kind of car most farmers desire to obtain. The majority "prefer a touring-car to a runabout," while by many it is specified that the touring-car shall have a demountable tonneau. Families of three or four persons are common on farms, and whenever the farmer desires to visit a neighboring town or go to church or meet other engagements away from home, he rarely has with him only one or two persons, but more generally four or five, including himself. Runabouts, therefore, are not attractive to most farmers.

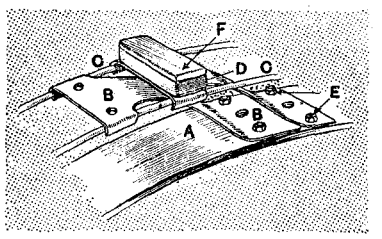
Touring-cars with detachable tonneaus should be convertible into business wagons. There is demand for a combination car in which pleasure and business may be united. After a farmer has once used a motor-car for pleasure trips he will no longer be satisfied with a mere road wagon in which to transport to market a load of dairy produce and vegetables. It is perfectly feasible for a manufacturer to construct a car, in which for the tonneau, can be substituted a light carrying platform or an express body, either of which could be sold to the farmer at a small additional sum. When a farmer can add to the pleasure he obtains from the use of his car for his family the pleasure he may derive from it for business, "his possibilities of buying are vastly increased." His sense of economy in his own business is then appealed to, as well as his desire to give pleasure to his family.

The prediction is made that, within a short period, "many farm duties will be accomplished by the motor-car." In the past farmers, through their own ingenuity, have often developed this field in striking ways. It is a large field, and the ingenuity of farmers and manufacturers combined will soon be able to meet its many requirements. In these columns record has already been made of some of the uses to which motors have been put by farmers, such as sawing wood, plowing, etc. *Motor Age* mentions a farmer who has added to his car "a crate so that live stock, such as sheep, swine, and calves, can be transported on his car," while another "has utilized the car as a source of power for sawing logs and grinding grain."

A TIRE MADE OF SPRINGS

Elsewhere will be found two illustrations showing a form of spring tire recently invented in England. It is explained as follows in *The Autocar*, the references by letters, *A*, *B*, *C*, etc., being to one of the cuts here given.





A, binding rim of felloe
B, steel springs
C, tension loops
D, metal pad carriers
E, bolts securing springs to bending rim
F, leather or ruboer pads

From "The Autocar."

A SUBSTITUTE FOR THE PNEUMATIC TIRE,
Constructed of springs, and made in England.

"The sketch and photograph herewith show the form of a new spring tire invented by Dr. Calantarients, of Scarborough. It will be noticed that mounted upon the usual steel binding *A* of the felloe of the wheel are a number of curved flat springs *B*. Fitted on to the end of each of these springs is a steel cup carrying a rubber or leather pad *F*. With these details made clear the photograph is practically self-explanatory, with the exception of the fact that the essence of the invention is the introduction of the annulus or tension loops *C*. The function of these loops is to bring the combined assistance of every spring forming the tire to the aid and relief of the few springs at any instant in contact with the ground. When the springs in contact with the ground deflect under the weight of the car they carry with them the tension loops, and the latter, being secured to all the springs, press them outward in all directions. The resistance thus occasioned to the movement of the lowermost springs prevents undue deflection, and at the same time enables a series of lighter individual springs to be used."

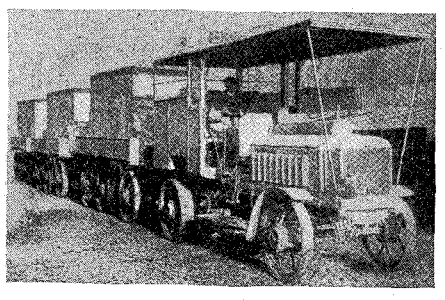
With a full load in a car, it is claimed that the total depression in this tire amounts to only one-third of an inch, the pads of only three springs being in contact with the ground. This amount of deflection applies to a smooth road and leaves nearly two inches available for any unevenness in bad road surface encountered. The tire contains 69 springs of number 14 gage, each having five inches of clear resilient length, the free ends standing 29 inches above the rim, its base. The weight does not differ much from that of the ordinary pneumatic tire of the same capability.

THE CAR IN THE RECENT BRITISH ELECTION

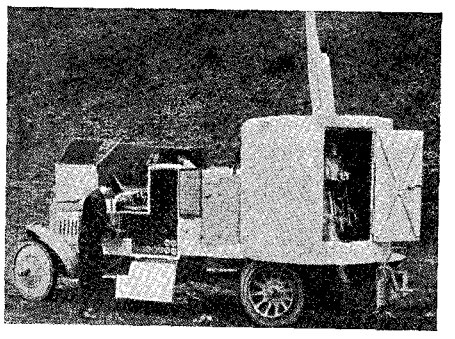
A writer in *The Autocar*, of London, undertakes to give an estimate of the cars employed, and the cost of their use, during the recent election in Great Britain. Both political parties used cars largely. It is believed that the average distance covered was between 90 and 100 miles, altho one car had been heard from which covered 423 miles in two days. On the assumption that every fourth registered car in the kingdom was put to use, and this is believed to be a reasonable assumption, it appears that about 30,000 cars were in use. This would make a total distance covered of about 3,000,000 miles. The average damages, including wear and tear, are believed to have been not less than $25 per car, many cars having been "shockingly knocked about." From this estimate is derived a total of $750,000 in damage to cars. No reckoning is made of the cost of gasoline. It is noted by a writer that an astonishing feature of this motor-promoted election was the small number of accidents to or from cars. Conditions were often favorable to accidents, since there was great excitement among the people, large numbers of unruly persons and children were rushing aimlessly about, and

From "Motor Age."

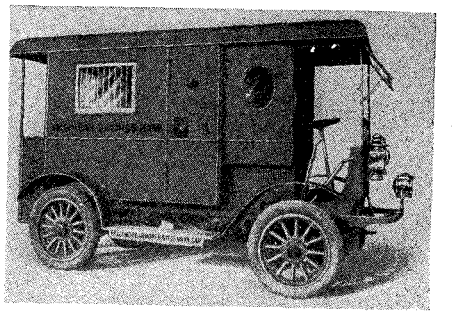
A CAR THAT WON A PRIZE IN AN ILLINOIS PARADE.



AN ENGLISH MOTOR FREIGHT TRAIN,
In use between Coventry and Birmingham for transporting 15 tons of machinery, with a saving of 50 per cent on charges



GERMAN ARMOR-CLAD GUN-CARRYING CAR,
With the gun shown pointing upward from the rear and ammunition stored in front.



AN ARMORED STEEL BANK CAR,
Used for collection of heavy deposits, delivery of pay-roll money, transportation of bullion, carrying securities, etc.

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in the midst of it all were cars hurrying about with voters bound for the polls. The small number of the accidents is accepted as a fine testimony alike to the ease and safety of control of cars and to the skill and restraint of drivers.

BUYING SECOND-HAND CARS

Sidney West declares, in *Motor Print*, that "there is no good reason why a man should not purchase a slightly used or second-hand car." Moreover, "at the present time, there are exceptional opportunities to purchase high-grade cars at ridiculously low prices." The chief reason for this is that business men, who have felt the financial stringency, are "sacrificing cars that are practically new."

Mr. West gives several hints as to the care one should exercise in the purchase of a second-hand car. One should not "snap at the first offered bargain," but should look about and go over cars carefully, or have some one else, better trained in mechanics, go over them. A general glance may often tell whether a car has been carefully used or recklessly abused. It will be found generally that the condition of the transmission gear is typical of the condition of the car. If teeth are badly worn and bearings loose, a serious fault exists and replacing will be necessary. The steering-gear should be especially examined to see that the post has not become loose, a condition which usually indicates that the car has been driven rapidly over bad roads. The state of the brakes will also afford an excellent indication of the general condition of the car. So, also, of the springs. As to the engine, it should run smoothly and quietly; this will be a good indication of the general condition of the car, but if it runs badly, the defect may be vital.

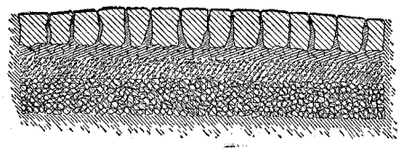
A buyer usually should expect to spend something in putting a second-hand car in good order. He buys at a bargain price, which leaves margin for something in this line. An estimate, however, should be obtained in advance as to how much in the way of repairs will be needed. The best place at which to buy a second-hand car is at the maker's, rather than at the shop of a dealer who handles cars of different kinds. The maker knows his car, desires to maintain its good name, and in general can better make repairs than any one else. The maker may guarantee a car, even tho it be second-hand. A second-hand car in bad condition will hardly be offered by him.

ROADS ANCIENT AND MODERN

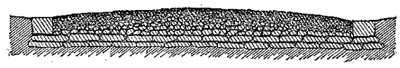
Frost, Harwood. The Art of Roadmaking. Treating of the Various Problems and Operations in the Construction and Maintenance of Roads, Streets and Pavements. 8vo. pp. 544. New York: The Engineering News Publishing Co. $3 net

Mr. Frost writes not only for the engineering specialist, but more particularly for "the average non-technical general reader." He has aimed to condense into a single volume "the fundamental and essential principles of the roadmakers' art as presented by the most reliable authorities." Part I deals with what are called "Preliminary Considerations"; Part II with "Country and Suburban Roads," and Part III with "City Streets and Pavements," each part containing several chapters with many half-tone illustrations, diagrams, etc.

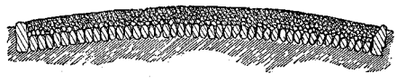
An introductory historical sketch deals briefly with roadbuilding from the time of Cheops, about 4,000 B.C., when was built the stone road over which were conveyed blocks of stone used in the great Pyramid that bears Cheops's name. Other very ancient roads connected Memphis with the pyramids and with Babylon; roads passed through such great commercial cities as Nineveh, Damascus, Tyre, and Palmyra. Credit is given to the Carthaginians for the earliest systematic and scientific efforts at building roads. In the fifth century B.C. they had developed a system which, combined with military power, enabled them to maintain their integrity against Greece and Rome for some centuries. It was from them that the Romans learned the art which they developed to such a state as to become the greatest of all road-builders.



AN ANCIENT ROMAN ROAD.



AN EARLY EIGHTEENTH-CENTURY ROAD.



A LATE EIGHTEENTH-CENTURY ROAD.

THE MODERN MACADAM ROAD.

JOHN LOUDON MACADAM,

Builder of roads that bear his name. Born in Ayr, Scotland, in 1756 died in 1836.

The most ancient of Roman roads was the Appian Way, built in 312 B.C. Later came the Flaminian Way. Under Julius Cæsar and Augustus Rome was becoming the center of a system reaching out to all parts of the empire. Eventually Roman roads extended not only through Italy, Gaul, and Spain, but through Germany, Hungary, and Macedonia, through Sicily and Sardinia, through England, North Africa, and Asia Minor. In this system were comprized 372 roads, having a total length of 52,964 miles.

In France alone it has been estimated that the road mileage at one time reached 13,000. Many of these roads still remain in Europe as monuments of Roman knowledge and skill. They are often to be recognized—as, for example, in France—by the straight lines which they follow over hills and across valleys. The Incas of Peru as roadbuilders were not far behind the Romans. Some thousands of miles of roads were built by them in the face of great difficulties.

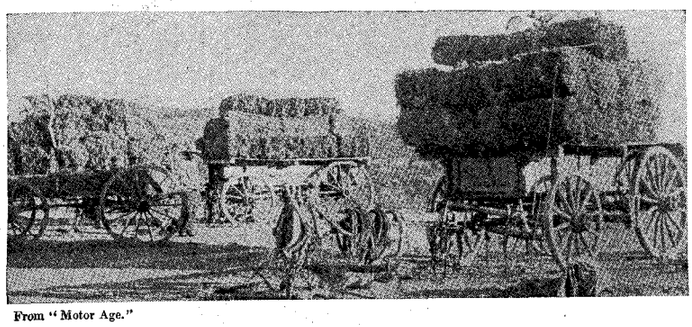
After the extinction of the Roman Empire, roads in Europe were neglected. In the Middle Ages they were used, not so much for purposes of legitimate intercourse, as for expeditions of plunder and irregular warfare. No real effort was made to restore them until the middle of the eighteenth century, when a revival of interest and effort took place in England and France through the establishment of a system of turnpikes. Altho many thousands of miles were built or rebuilt, these efforts did not effect any great improvement. Real improvement was delayed until the time of Macadam and Telford, "to whom England is indebted for her present admirable system of roads." Reasons are given by the author as to why the roads of this country so long remained inferior to those of Europe, chief of which is the excellence of the railroad system of the country and the fact that this system was developed in advance of any real popular demand for better wagon roads.

While Macadam was the pioneer in successful road construction in England, he had been anticipated "as to a system of regular broken-stone covering" by an Irish proprietor, "a Mr. Edgeworth," who, early in the nineteenth century, wrote a treatise on roads. This was Richard Lovell Edgeworth, the father of Maria Edgeworth, the novelist. Mr. Frost gives in detail the manner of constructing both Telford and Macadam roads, and points out the defects in each, as follows:

"The principal defects of the Telford system are:

"1. The large percentage of voids always left between the foundation stone,

(*Continued on page 74.*)



From "Motor Age."

HAULING THE GUAYULE-RUBBER SHRUB TO A FACTORY IN TEXAS.

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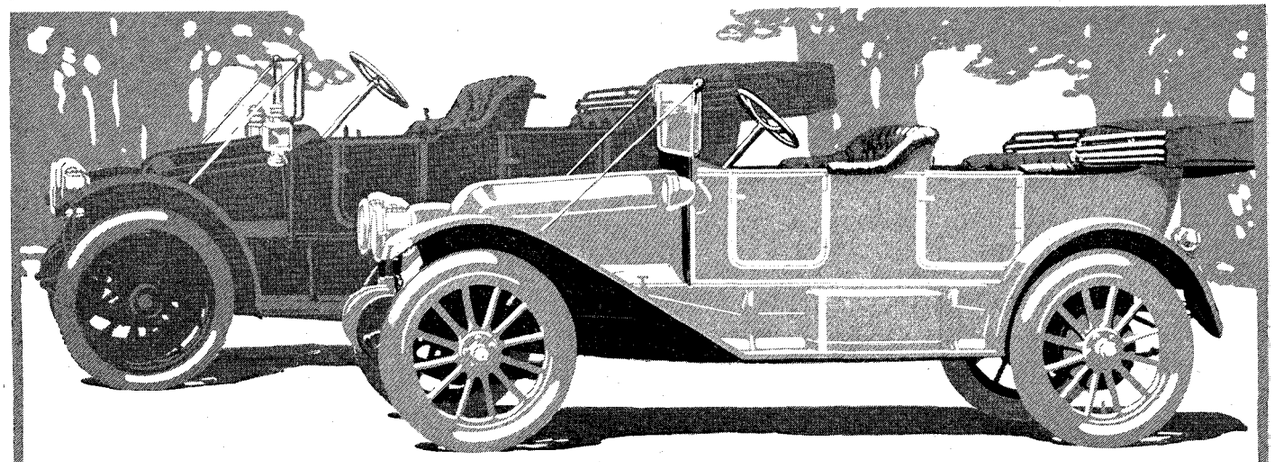
Franklin



You save two thirds of the tire expense common to other motor cars when you buy a Franklin.

No matter what price you pay for an automobile, if it blows out tires it is going to cost you too much.

What is the cause of tire trouble, poor tires or something else?

"If the load on pneumatic tires never exceeds the elastic limit of the rubber they will endure a very long time, whereas if loaded but slightly beyond the elastic limit they soon go to pieces."

That is what Hudson Maxim says. He is right. The evil is overloading. Blow-outs, punctures, stone bruises, all come from too much weight on the tires.

How the Franklin overcomes tire troubles.

Three things have to be considered—tire size, weight of car, riding ease. Franklins, light-weight and resilient, are easy on tires. The tires are never loaded beyond their elastic limit.

Franklins go from three to four times farther on a set of tires than do other automobiles. Tire expense is not a burden.

The average tire service with 1910 Franklins was over 2500 miles without punctures, with blow-outs practically unheard of even up to 8000 to 10000 miles.

Will all automobile engines be air-cooled?

The simplicity of the Franklin air-cooled motor, its freedom from freezing and heating troubles, its high efficiency, lead many people to predict that all automobiles will be air-cooled.

Franklin air cooling eliminates the weight of water and water cooling apparatus. There is no mechanism, nothing to get out of order. The highest economy is secured.

Health and comfort conserved.

Well tired and light-weight, Franklins ride easier than heavier cars. Their full-elliptic springs absorb all road shock. Vibrations are completely taken up by the springs and laminated wood chassis frame. Riding does not become tiresome. There is never any feeling of being worn out. Health and comfort are conserved.

In the Franklin line for 1911 are two "sixes" and two "fours".

There is a Franklin for every requirement.

Franklin models include a six-cylinder, seven-passenger touring car; a six-cylinder, five-passenger touring car; a four-cylinder, four-passenger touring car; double and single torpedo-phaetons, a special speed car, limousines and landaulets.

Franklin enclosed cars, having air-cooled motors, are absolutely dependable for winter use. Their full-elliptic spring suspension makes riding delightfully comfortable.

The new Franklin hood with its graceful sloping lines meets the body without a distinct break and gives Franklin automobiles a smooth, clean and extremely agreeable effect.

Write for Franklin catalogue

H H FRANKLIN MANUFACTURING COMPANY Syracuse N Y

Licensed under Selden Patent

FRANKLIN AUTOMOBILE COMPANY Syracuse N Y

SOLE DISTRIBUTOR

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Can you thread a needle, holding the thread an inch from the end? Not to be able to do it is a sign of an overwrought nervous condition. If this is due to coffee, try Baker-ized coffee.

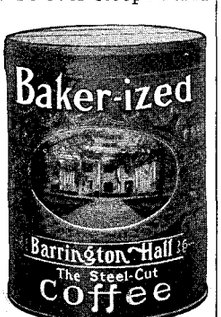
Baker-izing improves coffee in three distinct ways.

First—the coffee berries are split open by a special machine and the chaff is blown away as waste.

Coffee chaff can be seen in any other coffee when ground. It is an impurity and contains tannin. Brewed alone it is bitter and weedy—and will actually tan leather. It doesn't help the coffee flavor, and is not good for the human system.

Barrington Hall
The Baker-ized Steel-Cut Coffee

Second—the coffee passes through steel-cutters in order to secure pieces of as nearly uniform size as possible—without dust. You can brew uniform pieces uniformly to the exact strength desired. No small particles to be over-steeped and give up bitterness and tannin. No large grains to be wasted by under-steeping.



Therefore a pound of coffee *Baker-ized* will make 15 to 20 cups more than a pound of ordinary coffee—because you get all the flavor from every grain.

Coffee dust is the result of grinding—crushing in a mill. You can see it in the cup before you add the cream. It makes the coffee muddy, its flavor woody, and it is indigestible. You won't find this dust in *Baker-ized* Coffee.

Don't take our word for it—or the word of the thousands who drink it regularly without harm or nervousness. Try it yourself! A trial can *free*. A pound at your grocer's at about 40 cents according to locality.

TRIAL CAN FREE

BAKER IMPORTING CO.
124 Hudson Street
New York, N. Y.

Please send as advertised, a free sample can, enough to make 6 cups Barrington Hall Coffee, also booklet "The Coffee without a Regret." In consideration I give my grocer's name (on the margin).

Name .....

Address .....

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page 72.*)

giving free access to water and thus defeating one of the main objects of the road covering.

"2. The crushing of the smaller surface stones on the harder rock of the foundation by the traffic.

"3. The high cost of construction due to the stone foundation.

"The principal defects of the macadam system, when constructed as directed by Macadam, is the looseness of the layer of broken stones. This can not be impervious because the interstices which compose a considerable portion of the bulk of loosely spread stones can not be reduced by any amount of rolling more than one-fourth, leaving a space that will be filled by the rising of the sub-soil when moistened. The lower stones are then forced down by the weight of the traffic until the whole becomes a mass of mud and stones.

"The advantages of broken-stone pavements are:

"1. Good foothold for horses.
"2. Easy traction when in good condition.
"3. Moderate first cost.
"4. Comparative noiselessness.

"Defects common to all broken-stone roads are:

"1. Muddy when wet, and dusty when dry.
"2. High cost of maintenance.
"3. Difficulty in cleaning.

"These defects prevent the use of broken stone for city streets, but when properly constructed and maintained, broken stone forms the most pleasant, the safest, and the most economic surface for suburban streets and main country highways connecting centers of population, on which there is a moderate volume of travel. It is usually too expensive, however, for country roads other than the main ways."

STREET-SWEEPING WITH MOTORS

New uses for the motor-car are being constantly devised. *The Review of Reviews*, for January, for example, has illustrations of the farmer using it to saw wood, haul grain, deliver milk, and transporting prest hay. *The Commercial Vehicle* says many inventors have been attracted to its use for street-cleaning purposes. The writer believes "there is a tremendous market for a thoroughly practical and reliable machine." Inasmuch as the areas of cities are constantly increasing, and the difficulties of keeping streets clean multiply, this market is a growing one. One of the newest devices has been devised in Iowa, and is described as follows:

"Altho the motor-driven machine is a novelty the builders are not inexperienced in the production of street-cleaning apparatus, as they have been engaged for several years in building horse-drawn machines. Very thorough tests of the motor-driven machine have been made and it has worked satisfactorily at speeds up to 4½ miles an hour, as against 2½ miles an hour for the horse-drawn type; using three horses. One man, seated in front as shown, drives and operates the motor-driven machine; it is rear-driven and front-steered. Three round trips will clean the entire width of the average paved street; the usual practise is to sweep to within a few inches of the curb on both sides of the street. The dirt which accumulates in the gutter is removed by hand labor. A given section of street is cleaned by the machine and the sweepings are deposited in two piles on opposite sides of the street in the center of the section from whence they can be carted away to the dump. The quantity of water used is regulated to keep down the dust, and as the rotary broom is hooded, dirt is not distributed from one place to another. The builders are so thoroughly convinced of the practicability of their motor-driven machine that they are ready to guarantee a reduction of 25 per cent. in street-cleaning costs where their method is used.

"The motive power is furnished by a double-opposed gas motor and planetary gearset. The drive to the rear wheels and also to the rotary broom is by chain."

THE MERCHANTS' MOTOR VEHICLE

Each month brings to hand new evidence of the rapid growth in use of the commercial vehicle among merchants. Isaac F. Marcosson declares, in *The Saturday Evening Post*, that "in practically every industry the gasoline or electrically-propelled vehicle is competing with the horse," the results, in many instances, "being significant and astonishing." The vehicles built especially for business, and now in use, are estimated to number about 10,000, but it is to be remembered that, in addition to these, are "more than twelve times that number" of passenger cars used daily as a help in the business of commercial and professional men. Commercial vehicles, therefore, must be divided into two classes—first, the trucks and the delivery wagons; second, passenger vehicles used for commercial purposes.

The distinct advantages the motor vehicle possesses over the horse-drawn vehicle are three—first, it is "a good advertisement," and may properly be called "a conspicuous and movable bill-board"; second, it provides for "increased efficiency in time and service"; third, it is usually more economical in operation and upkeep, and takes up less room. As between the gasoline and electric motor, Mr. Marcosson points out how one is best adapted to long hauls and the other to short ones, and how the one may reach places the other can not, as for example, steamship piers, from which the gasoline truck is excluded because of the risk of fire.

As a delivery wagon, the use of the motor is extending everywhere. Already it has reached a point where stores in New York deliver goods in Yonkers and even in Connecticut. Boston houses have regular deliveries by motor in Fall River, Providence, and Worcester. It is important, however, for those who contemplate the use of the motor truck to know all the conditions to be met—for example, whether it can be constantly employed. Beside the initial cost, there is to be kept within the reckoning the items of operation, depreciation, and interest. The motor can be longer employed than the horse. It can be made to work long hours each day, and even twenty-four hours, if necessary. Moreover, trailers may be taken on, thus increasing the hauling capacity, but raising the operating cost comparatively little. The motor truck may also be employed to haul loads two ways, whereas the horse is usually found capable of hauling only one way. The character of the driver is always an important item in the durability of the truck. A cautious driver may get 4,000 miles out of a tire, while a careless one may not get more than 2,000. Mr. Marcosson's article contains other interesting items:

"An enormous amount of expressage is dumped into the metropolis every night;

(*Continued on page 76*)

Superior to Lemonade
Horsford's Acid Phosphate
A teaspoonful added to a glass of cold water, with sugar, makes a refreshing drink.

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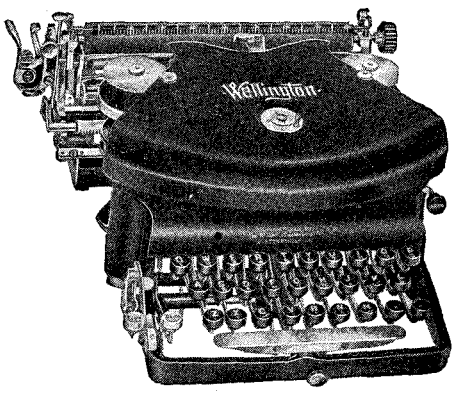
If You Ever Have Wanted a Typewriter Here Is Your Chance



Price $60

You Can Have this High Grade Machine for 10 Days Free Trial

Read this carefully and learn of the fairest typewriter offer ever made.

THE "Wellington" is not a rebuilt machine. It comes to you brand new, direct from the factory. In every industry and especially for the personal use of business and professional men, it is daily proving its superiority. One of the largest railroad companies in the country uses 1800 "Wellingtons." Their repair cost is less than the cost of keeping in order sixty machines of another standard make. How is that for durability? Users of the

WELLINGTON Visible Typewriter

say that for speed and manifolding power it is better than any other machine. More than one user has testified that in five and six and even seven years not one cent has been paid for repairs. How is *that* for durability?

The mechanical construction of the "Wellington" is superb. Alignment is perfect and *absolutely permanent.* Type moves only two inches in a straight-from-the-shoulder way. Type cannot be injured no matter how many keys you strike at once. Compare these features with the same on other machines that require expert attention to keep in repair. The complete machine weighs only seventeen pounds, stands five inches high, and is made up of only seven hundred pieces instead of two thousand, the usual number in other standard machines.

Remember, the "Wellington" is not an experiment or a toy. It has been on the market for 15 years. Over 80,000 are now in use. It is the simplest, most durable typewriter made. It will do all that any $100 machine will do and do it just as well. The price you pay is for quality—the quality that insures good work, long life, and complete satisfaction in every respect.

But read our ten-day free trial offer. Then send for the machine and let it prove our claims.

10-Day Free Trial

You can have the machine for ten days. Try it out in every way possible. Then, if you are not thoroughly convinced the "Wellington" gives you your money's worth, return the machine at our expense. Isn't that a fair offer? Mail us the coupon and we will send you complete information.

One Year Guarantee

Every "Wellington" Typewriter is guaranteed for one year against all defects due to fault of material or construction. Our guarantee really means we will keep the machine in perfect working order for one year. You cannot get a broader guarantee on any machine.

Sign the coupon and learn all details about the fairest, squarest typewriter offer ever made. Sign it now while you think of it.

THE WILLIAMS MANUFACTURING CO., Ltd., 50 River St., Plattsburgh, N.Y.

Sign This Coupon

Please tell me all about the Wellington Typewriter and your 10-day free trial offer.

Name_____

Address _____

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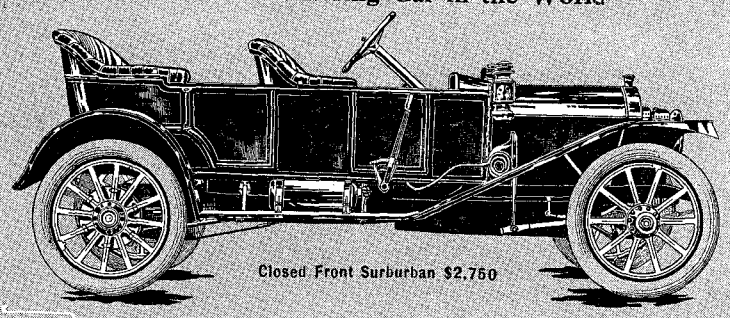
THE MARMON

"The Easiest Riding Car in the World"



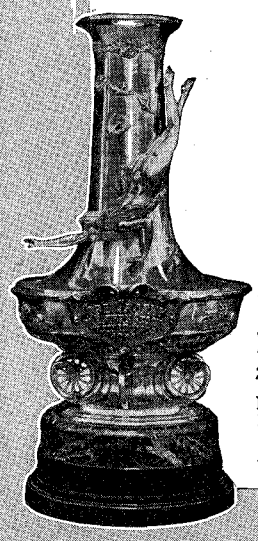
Closed Front Surburban $2,750

THE SECRET of these long-distance victories lies in the superior design, construction and tire economy of the Marmon stock cars—the kind you buy.

Nordyke & Marmon Co.

Indianapolis (Estab. 1851) Indiana

Sixty Years of Successful Manufacturing



Some of the Marmon Victories

Cobe Cup 200 Miles—163⅛ Minutes

Wheatley Hills—Van'bilt 190 Miles—190 Minutes

Atlanta A. A. Trophy 120 Miles—107 Minutes

Los Angeles—Two Hours 148 Miles—120 Minutes

Vanderbilt-Donor's Trophy: 278.08 Miles—256⅛ Minutes

Elgin-Kane County Trophy 169 Miles—184¾ Minutes

Wheeler & Schebler Trophy 200 Miles—166½ Minutes

Atlanta Speedway Trophy 200 Miles—182½ Minutes

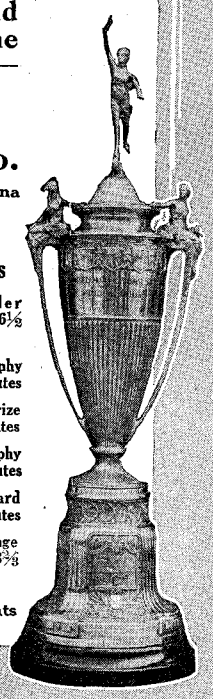
Los Angeles Grand Prize 100 Miles—76⅛ Minutes

City of Atlanta Trophy 200 Miles—171⅛ Minutes

Remy Grand Brassard 100 Miles—80⅜ Minutes

Savannah Challenge Trophy: 277 Miles—263⅜ Minutes

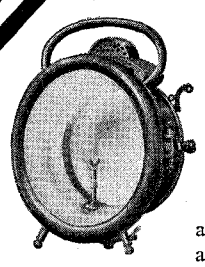
And a number of other Long Distance Events



LICENSED UNDER SELDEN PATENT

SOLARCLIPSE Lamps

—On Most Top-Notch Cars



Notice the classiest looking cars—wherever you go—and the name on the lamps nine times in ten is Solarclipse.

Solarclipse gives two distinct fields of light—a long beam for country driving that lights up the road many rods ahead, and a widely diffused area of near-by illumination for city use that practically enables the driver to see around the corner. The two rays may be used together, or the long beam may be shut off and on again at any moment from the driver's seat without affecting the short rays in the least.

With the new and improved **Gold Reflector,** Solarclipse provides a golden ray like sunlight. See Solarclipse at your dealer's or write for catalog to the nearest office below.

SOLAR LAMPS

Badger Brass Manufacturing Co.

Kenosha, Wisconsin **New York City** (114)

(*Continued from page 74*)

and to run the continuous service with horses has always been very expensive, for it has required the maintenance of stables in various parts of the city to provide relays of teams. Now this company has twenty-five gasoline trucks. Each evening these trucks are backed up against the freight sheds in New Jersey where the packages are transferred to them from the cars. Then the trucks whiz over to New York. They take only forty-five minutes to go from Jersey City to Brooklyn. They go from distributing-point to distributing-point and this interesting thing happens: they are never empty. When they discharge a load at the Grand Central Station they take on a bunch of packages for Harlem. Thus they carry a full load all day long and all through the night. Nearly all of these trucks have averaged twenty-two hours' work out of every twenty-four since they have been in commission. The company has found that they do the work of more than double the number of horse-drawn vehicles, and in much less time, with greater and more consistent efficiency.

"Take a commodity like ice. One of the great sources of loss in this business is from melting on the wagons in hot weather. This melting is estimated to be from 15 to 30 per cent., depending upon the heat and the length of the wagon's route. Ice dealers have begun to use motor trucks for retail delivery. They go three times as fast as the horse-drawn vehicle; therefore, the loss from melting is only one-third as great. When ice is selling at forty cents a hundred pounds, as is often the case in New York, this is an item to be considered.

"The machines built solely for commercial purposes comprize only a very small part of the vast number of automobiles that have practical service every day. The 1910 pleasure-car output will afford a good illustration. The estimated number of machines turned out this year is one hundred and eighty thousand. The largest number—that is, approximately fifty-eight thousand—range in price from $1,000 to $1,250; nearly forty thousand cost from $750 to $1,000, while fifteen thousand vary in price from $485 to $750. It is estimated that more than 75 per cent. of these moderate-price cars are bought by people who have some practical use for them. They are farmers, physicians, architects, contractors, collectors, purchasing agents, and salesmen. Of the remaining number of cars more than half are used by their owners in some way other than for pleasure only.

"It would, indeed, be difficult to find an activity that has not been invaded by the motor vehicle. Farmers are using the truck to haul cream to the central creamery stations established under their cooperative schemes; the Chicago police force uses motor patrols, while many hospitals in some of the large cities have automobile ambulances. In New York, many of the high-pressure hose wagons of the fire department are propelled by gasoline or electricity and Chief Croker and all his aides go to conflagrations in automobiles at the rate of a mile a minute. Nor is this enterprise confined to the big centers, for Tulsa, Oklahoma, has a completely equipped motor-propelled fire department. The New Theater hauls its scenery in a motor truck with a trailer behind it. Not long ago an elephant was hauled on a big truck from a lot where a circus was showing. Even the undertaker has taken to the motor. There are enterprising men in Chicago, Detroit, and Fort Worth who have automobile hearses. At the funeral of a prominent capitalist in Detroit, last spring, there was not a horse-drawn vehicle in the line."

So important, in fact, has the commercial car become, that the annual Madison Square Garden show of this month has been extended over an additional week, in order to provide for an exhibition of trucks and wagons. During the first week (January 7 to January 14) the show will be devoted to

Our readers are asked to mention THE LITERARY DIGEST when writing to advertisers.

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gasoline pleasure vehicles and accessories exclusively, and during the second week (January 16 to January 21), to gasoline and electric business, or freight-carrying vehicles, thirty-five different vehicles being shown.

MOTOR AND HORSE-DRAWN VEHICLES

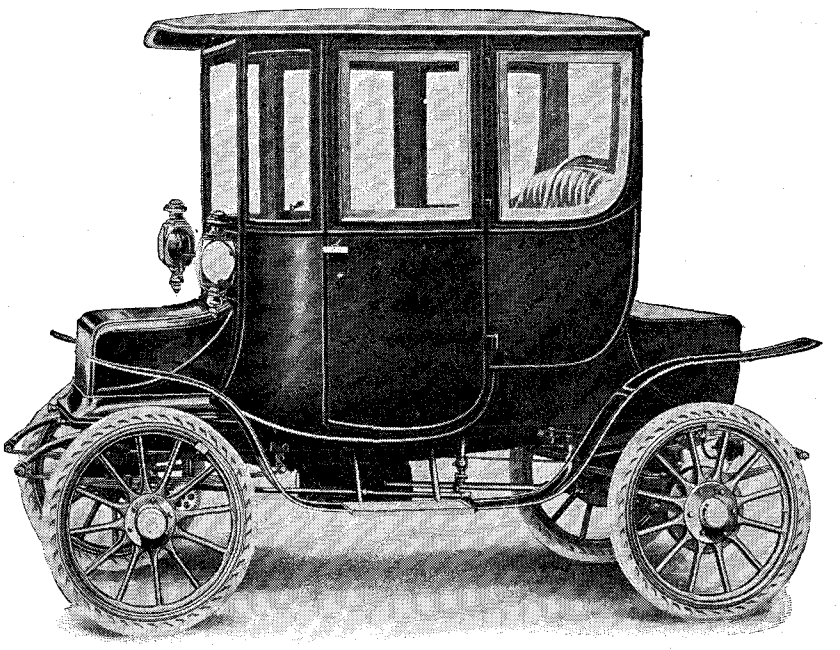
Mr. Marcosson, in his *Saturday Evening Post* article, already referred to in this issue, makes some interesting comparisons between the cost of motor- and horse-drawn vehicles:

"Take the case of a big industrial concern on Staten Island, which uses a three-ton gasoline truck, a three-horse truck, and a two-horse truck. The haul that forms the basis of this calculation is five miles across Staten Island and five miles in New York. The round trip, therefore, is twenty miles. This trip occupies the horse-drawn trucks all day, while the motor truck does it twice a day with ease. The three-horse truck hauls four tons and a half and costs $10.03 a day for operation; the two-horse truck carries three tons and costs $7.31 a day, while the motor truck costs $13.40. Tho the truck costs more to operate it does much more work. This, you will find, is the general result of similar comparisons.

"Yet some operators, especially those who have heavy and wearing haulage, run trucks more cheaply than they can maintain horse-drawn teams. The case of a New York contractor who hauls heavy stone to the crusher and broken stone away from it—thus having full loads all the time—is typical. With a three-ton motor truck he does in a day and a half what formerly took five teams two whole days. He can haul three tons from ten to twelve miles an hour on country roads. Instead of five drivers at a dollar and a half a day he has one motor driver at two dollars and a half. He figures that the total daily cost of operation of the truck, including gasoline, oil, driver, and wages of three helpers, is eight dollars and a quarter a day, while the cost of the upkeep of the horse teams was over eleven dollars.

"Take coal, which is one of the hardest strains on the horse, because the load, instead of diminishing in bulk all the time, as in the case of ordinary delivery, remains heavy over the entire period of the trip. In snow and sleet the wear and tear on the horses is terrific. Often a four-hundred-dollar team is rendered useless after one experience on icy streets. Here is where the motor truck comes in. Last winter, in New York, the motor coal trucks kept up their deliveries day and night when the horse-drawn vehicles were all put out of business or their service badly crippled. Coal trucks have piled up impressive records. A five-ton truck delivered nine hundred and sixty-three tons of coal in twenty-six working days without any delay from breakdowns. It covered seven hundred and twenty-one miles, the daily tonnage was twenty-seven, and the average mileage each day was twenty-eight. A ten-ton coal truck delivered eighty-four tons a day and got two miles and a half out of each gallon of gasoline.

"An interesting comparison has been made between the horse-drawn vehicle and the electric truck. In this instance the investment in fifty-three double-team wagons, two hundred and twelve horses and fifty-three sets of double harness represented $68,631.05. The annual operating expenses of these teams, including interest on the investment, depreciation and labor, was $149,674.05. Contrasted with this outfit is the work of forty electrics—ten three-ton trucks and twenty two-ton trucks—representing an investment of $140,570.80. The annual operating expenses of the trucks, including interest on investment and depre-



Shaft or Enclosed Chain Drive —as You Choose

Rauch & Lang Electrics may be procured with shaft or enclosed chain drive.

This allows all who have preferences to suit themselves in regard to the drive and still have the exquisite finish and style which distinguishes all Rauch & Lang cars.

Both drives are noiseless, efficient and strong.

Both are produced in our factory, where every process is carefully watched. The Rauch & Lang name stands back of the car no matter what method is used for transmission.

Exide Battery (standard equipment), "Ironclad" Exide or Edison Batteries can be furnished, if desired. Tires—Palmer Web Pneumatic or Rauch & Lang Motz Cushion.

These options mean that whatever your mechanical ideas may be, they can be had in Rauch & Lang cars, the notable cars for style and appointments.

There are Rauch & Lang agents in all the principal cities. Telephone for demonstrations or write direct for catalog to factory.

THE RAUCH & LANG CARRIAGE COMPANY
2257 West 25th St. Cleveland, Ohio

Rauch & Lang Electrics (61)

TRADE "MYHTIB" MARK
CUTS TIRE EXPENSE IN HALF
RUBBER TIRE PRESERVER

SAVES 50 Per Cent on Tire Expense with less than 5 Per Cent added outlay.

The Tire Problem Solved.

By using "Myhtib" Rubber Tire Preserver

Applied like paint by anyone to outside of Tire Casings. Only one treatment required during life of tires. Makes Rubber impervious to *oil*, *water* or *air*. Reduces friction and heat, adds to resiliency, insures safety in riding.

ADD 50% TO YOUR TIRE MILEAGE

Sold under the following guarantee: "Money refunded to Motorists buying 'Myhtib' of us, applying as directed to any new standard casing, who are not convinced of added mileage and satisfaction."

Tested by leading Motorists for two years. **Report of State Chemist** and testimonials on application. Order of your dealer If he cannot supply you, we will deliver prepaid in the United States, for $10.00, a complete outfit with brush, sufficient for four large tires or six small ones. Half Cases $5.00 Or add $3.00 to regular price of any new standard casing, send to us and we will purchase and treat, shipping to you by **prepaid express** to prove our claims.

All Tires should be treated when laying up car for the winter, as "Myhtib" **prevents decay** of **rubber.**

ORDER TO-DAY AGENTS WANTED

MYHTIB RUBBER TIRE PRESERVER CO., INC.
337 Asylum Street Hartford, Conn.

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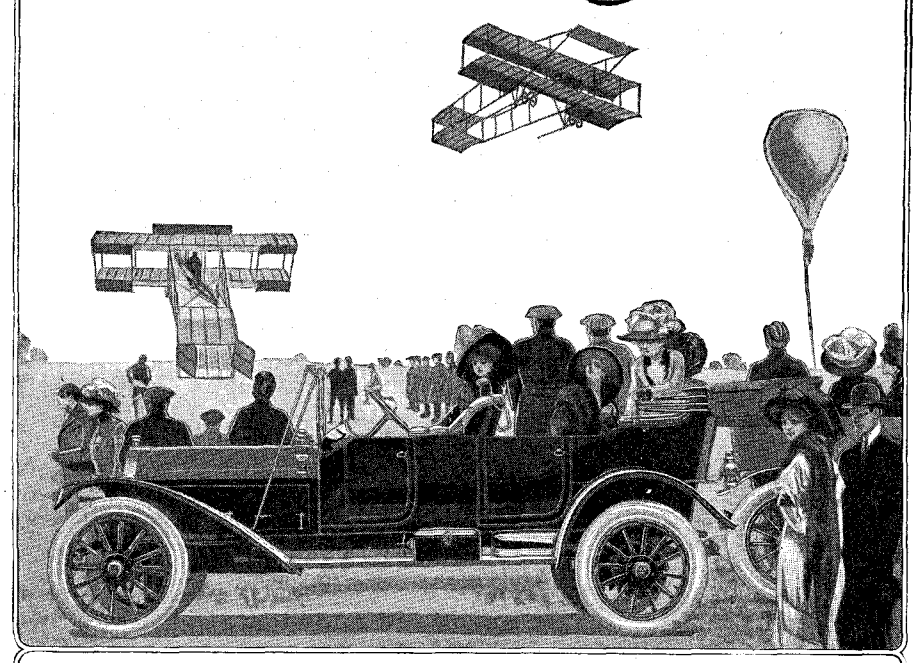
Stevens-Duryea



RESPONSIVENESS to the touch of a lever—power, speed, smoothness of action, luxury, endurance—the very things which constitute character and worth in a motor car—are concentrated in the make-up of the 1911 Stevens-Duryea Six. It is the evolution of an ideal through twenty years of progressive development.

Our literature faces squarely every issue in motordom—does not endeavor to persuade by presenting a carefully adjusted point of view. It gives information that you can check up, and which stands up after all counts are in. Write for it today.

Stevens-Duryea Company **Chicopee Falls, Mass.**

Licensed Under Selden Patent

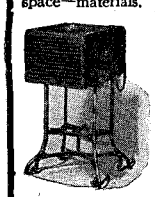
15 DAYS' FREE TRIAL

WE'LL put the Uhl Art Steel Typewriter Stand and Cabinet in your office for 15 days' Free Trial and let you see for yourself how you can increase the efficiency of your stenographers and save space. Occupies but 4 sq. ft.—the kind you now use takes 10 sq. ft. or more. Holds stationery enough to last a week—can reach everything without moving the body. Solid steel frame.

Cuts Office Expense

Light in weight but absolutely rigid and silent under operation. Saves time—space—materials. Dictate a short letter telling us to send you one on 15 days' FREE trial. We fill order thru our dealer or, where we have no agency, take this "Free Trial Offer" to any office supply dealer—ask him to order for you; or, if you have satisfactory rating, use your own business stationery and we will deliver direct to you. If not satisfactory after **15 days' free trial return to dealer or to us.**

If you wish further information first, send your dealer's name and write for descriptive circular.



Closed

Open

The TOLEDO METAL FURNITURE CO.
2057 Dorr Street, TOLEDO, OHIO

Attractive proposition for dealers. We develop steady sales that you can handle. Write for particulars.

ciation, was $113,902.12, which was a saving of $35,771,93, or about 23 per cent.

MOTOR 'BUS TRAVEL

The operations for the year 1910 of a motor 'bus company in the streets of New York are set forth in *The Commercial Vehicle*. These 'buses are run on Fifth Avenue, upper Broadway, and Riverside Drive. They are of the double-deck type, similar to those used in London, and are of French design and construction. The company has the right to charge a ten-cent fare for adults. The annual report shows "a profitable and growing patronage." In the morning and evening, traffic is made up largely of persons going to and from business; in the middle of the day, of "the better class of shoppers," and in fine weather, of visitors to New York who, from the upper deck, "enjoy a splendid sight-seeing excursion." Except in winter, the roof seats on Sundays "are filled on every trip, and the demand for seats is frequently greater than the supply." The week-day traffic is the most profitable, because then the average haul is much shorter than on Sunday. In the winter a considerable business is done in transporting parties to theaters and social functions.

During the year sixty-one 'buses were in constant operation. The number of trips made was 153,609, an increase of 56,679; the number of passengers carried at ten cents 5,755,221, an increase of 2,333,507; the total amount of fares collected $603,019, an increase of $251,418; other sources of revenue producing a total of $630,325, an increase of $260,919. The total operating expenses, not including taxes, were $531,167, an increase of $240,006, the taxes being $34,059, leaving a net income from operation of $65,098, an increase of $6,683. Items in the balance sheet include the following:

ASSETS	1910	Year's Increase or Decrease
Cash	$50,477.09	(D) $13,261.24
Accounts receivable	5,929.09	(D) 5,379.20
Materials and supplies	22,433.16	3,889.25
Total floating cap'l	$78,839.34	$11,771.29
Motor 'buses	$351,421.95	$32,840.88
Columbia car	1,193.65	.....
Tools, machinery and other equipment	8,362.65	2,574.80
Furniture and Fixt'rs	263.90	28.50
Contracts and rights	25,105.27	.....
Station improvemt's.	7,802.33	.....
Total fixt capital gross investment	$349,149.75	$35,444.18
Deduct depreciation omnibuses. Cr.	$202,439.62	$112,583.28
Depreciation station improvements. Cr.	6,220.01	3,164.64
Fixt capital—Net investment	$185,490.12	(D) $80,303.74
Prepayments	$2,733.14	(D) $305.42
Deficit	430,336.77	(D) 27,879.77
Total	$697,399.37	(D) $96,717.64

LIABILITIES		
Taxes accrued	$27,043.18	$10,917.31
Accounts owing to associated comp.	552,062.96	(D) 147,395.41
Mis. acc'nts payable	21,136.46	3,992.08
Accrued interest and other unfunded debt	9,262.05	(D) 189.13
Reserve for damage claims	37,894.72	35,957.51
Capital stock	50,000.00	.....
Total	$697,399.37	(D) $96,717.64

GREAT BEAR SPRING WATER.
"Its Purity has made it famous."

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CARS AND MORTGAGES ONCE MORE

Isaac F. Marcosson in an article on the car and the farmer, in a recent number of *The Saturday Evening Post* said he had made diligent inquiries as to cars having been purchased by farmers with money raised on notes or mortgages. The results of his inquiries he gives as follows:

"Wherever I went in the Middle West I talked to bankers on this mortgage subject. In Kansas City, for example, I could find but one mortgage on an automobile and that was made by a farmer who was amply able to pay for the car. He had wheat in his bin and he wanted to keep it there until the price went up. He really made money by holding his grain and paying the small interest on the money borrowed. Nowhere could I find any evidence of the fact that the farmer had made any sacrifice to buy a car. In practically every case he had bought for cash.

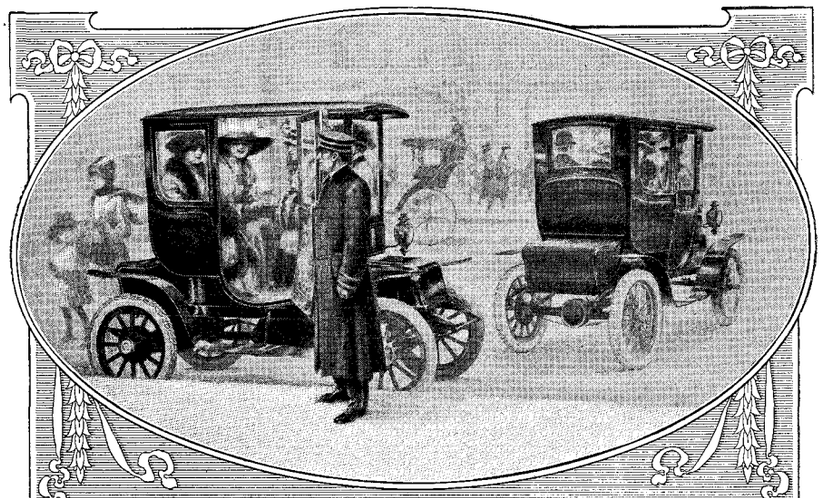
"The case of the largest loan and mortgage company in Topeka will illustrate. During the past ten months this company loaned one million dollars and most of it went to farmers. There were over four hundred items. Every borrower was asked to state whether he owned an automobile. In exactly three cases the borrowers had cars. One was a garage owner who wanted to build an addition to his shop; the second was a farmer who had a good chance to buy a quarter section of land that he had long coveted, and the third was a prosperous lumberman. The farmers who had borrowed from this company were using the proceeds of the loans to acquire good land in Texas and Oklahoma. One moral of the example furnished by the Topeka company was that the automobile owner was not a borrower.

"On the other hand, the bank deposits in the Middle West are increasing. In the little town of Great Bend, which, as you have seen, is the very center of wide ownership of automobiles by the farmer, there has been an increase of fifteen per cent. in deposits. The same is true all over Iowa and Nebraska.

"Here is another angle on the mortgage question: One of the largest consolidations of motor companies sent out a circular letter to twenty-four thousand bankers asking if the people were mortgaging their homes or land to buy automobiles. The number of replies received up to the time this article was written was fifty-two hundred and eighty. The number of machines reported in these answers was one hundred and ninety-eight thousand two hundred and sixteen. The number of people who had placed mortgages to buy cars was twelve hundred and fifty-four, or about one-half of one per cent. In practically every instance the person who did the mortgaging lived in the city. Most of them were physicians and merchants, who regarded the motor-car as a good investment and who were using it in business.

"The reason why the buying of automobiles by the farmer is felt in the East and causes distress there is quite simple. The farmer is the biggest depositor in many country banks. These banks in turn send their surplus on to the Eastern centers, notably New York. When the farmers draw out cash to buy machines it causes a shrinkage in the country bank's surplus and it must call in its money from New York. This in turn cuts down the amount available for loans to stock speculators in Wall Street.

"One wise Kansas farmer sized up the whole situation for me in this picturesque fashion: 'No wonder those benevolent Wall Street fellows are disturbed over our buying automobiles. We are keeping out of the stock market. But they would not be so fearful of our alleged extravagance if we were answering the circulars about mining and watered stock.'"



ANOTHER THING: The Detroit Electric is so *invitingly roomy.*

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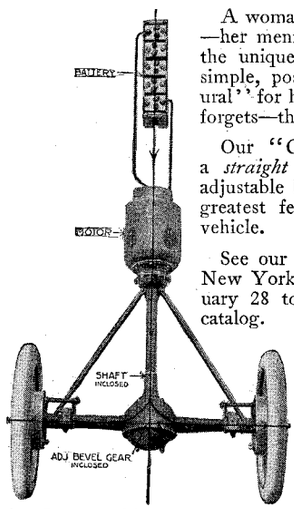

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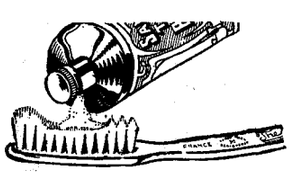

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CURRENT POETRY

THOSE who do not know Eden Phillpotts as a poet will be surprized and delighted by "Wild Fruit" (John Lane Company). There is something in the lyric swing of these poems that catches the ear and thrills the heart. The verse is fresh and clear. It leads us into the open where we scent the air from the Downs—the air Keats said was worth sixpence a pint!

In even the briefest characterization of Mr. Phillpotts' work it is inevitable that we mention his debt to Grecian ideals. This author has drenched himself in the Grecian spirit—in the lore, the legends, and the language. The half of his poems are tributes to Hellenic sculpture and much of the verse would lose its meaning to those unfamiliar with Grecian art and Grecian mythology. The poems that we reprint deal with modern subjects, but even in them there is a distinct trace of Hellenism.

It is a rare treat in these latter days, by the way, to find a ballad like "The Fisherman" with its perfect intermingling of laughter and pathos. "Man's Days" in the breath of its humanity suggests Shakespeare's "Seven Ages," while the two sonnets with which we close the selections from the volume are filled with radiant color and with the tender feeling familiar to lovers of Keats.

The Fisherman

He was a lad of high degree;
She was a farmer's daughter;
He came to fish the silver ley,
Or did he come to court her?
"Pray angle where you will," quoth she;
"The little trout may swim to thee;
But never think that you'll catch me."

Yet where was that fair maiden born
But felt her heart beat higher
To see a lordling look forlorn
And beg to come anigh her?
"Stray nearer, if you must," quoth she,
"Since 'tis an act of charity;
But never try to speak to me."

The woodland ways are sweet and green
Under the summer weather,
And through the dingle, through the dene,
Go boy and girl together.
"You held my hand because," quoth she,
"The stepping-stones were slippery;
But now I'm over let it be."

A heart that burns, a breast that sighs,
Red lips with promise laden;
A pleading voice and bright brown eyes—
Alas, my pretty maiden!
"Can such a king of men," quoth she,
"Mate with a humble girl like me?
Then I will trust my soul to thee!"

She sits amid the yellow sheaves,
That little farmer's daughter,
Or counts the scarlet cherry leaves
Fall on the shining water.
"Red leaves and river deep," quoth she,
"Come, hide my tear-worn heart, for he
Hath broken and forgotten me."

Man's Days

A sudden wakin', a sudden weepin';
A li'l suckin', a li'l sleepin';
A cheel's full joys an' a cheel's short sorrows,
Wi' a power o' faith in gert to-morrows.

Young blood red hot an' the love of a maid;
Wan glorious hour as'll never fade;
Some shadows, some sunshine, some triumphs, some tears;
An' a gatherin' weight o' the flyin' years.

Then auld man's talk o' the days behind 'e;
Your darter's youngest darter to mind 'e;
A li'l dreamin', a li'l dyin',
A li'l lew corner o' airth to lie in.

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The Grave of Keats

I

Where silver swathes of newly fallen hay
Fling up their incense to the Roman sun;
Where violets spread their dusky leaves and run
In a dim ripple, and a glittering bay
Lifts overhead his living wreath; where day
Burns fierce upon his endless night and none
Can whisper to him of the thing he won,
Love-starved young Keats hath cast his gift of clay.
And still the little marble makes a moan
Under the scented shade; one nightingale
With many a meek and mourning monotone
Throbs of his sorrow; sings how oft men fail
And leave their dearest light-bringers alone
To shine unseen, and all unfriended pale.

II

Oh, leave the lyre upon his humble stone,
The rest erase; if Keats were come again,
The quickest he to blot this cry of pain,
The first to take a sorrowing world's atone.
'Tis not the high magistral way to moan
When a mean present leaps and sweeps amain
Athwart the prophets' vision; not one groan
Escapes their souls, and lingers not one strain.
They answer to their ideals; their good
Outshines all flare and glare of futile marts.
They stand beside their altars while the flood
Ephemeral rolls on and roars and parts.
It shall not chill a poet's golden blood;
It can not drown the master's mighty hearts.

It is probably unnecessary to refer again to the history of John Carter who was recently liberated from the Minnesota State prison, where he had been unjustly confined. "Hard Labor" was written in November, 1909, while the author was still a convict, and it is printed for the first time in *The English Review*." The poem shows the passionate earnestness of the poet, and reveals at once his powers and his limitations.

Hard Labor

By John Carter

I

I work, and as the task is done I brood
On what has been and what is yet to pass,
A life spilt from an idly handled glass,
And days as this, an endless multitude.

Labor and brooding—is there then no rest?
Day follows day, and in the silent nights
Throng ghostly memories of past delights,
Faces I loved, and lips that I have prest,

Until the sullen, deep-toned morning bell
Wakes me to face a yesterday again
With all its bitter agony of pain.
Thou didst not linger, Dante, in thy hell.

They say the torture's gone, the dawn's arisen,
Mercy, to angered hearts a suitor strange,
Has begged her own; yet this they can not change,
I have been free, and I am here in prison.

II

We bear upon us different brands of shame,
And some the outward insults cannot brook,
The gaoler's ready oath, the scornful look,
While others grieve in silence; yet the same

Rebellious thoughts we share; we hate alike
The grudging hand that offers us its dole,
And in the deep recesses of the soul
The eager voice, half-stifled, whispers "Strike!"

A brave pretense we make of merriment,
Cut-throats and thieves, a jolly murderous crew;
"The Devil's Own Brigade"—he spake most true
And here and there, who knows? one innocent.

Nay, we are innocent all, we never stole,
A madman has condemned us; it may be
We shall go hence to-morrow, pardoned, free.
Free in the body, yes. But in the soul?

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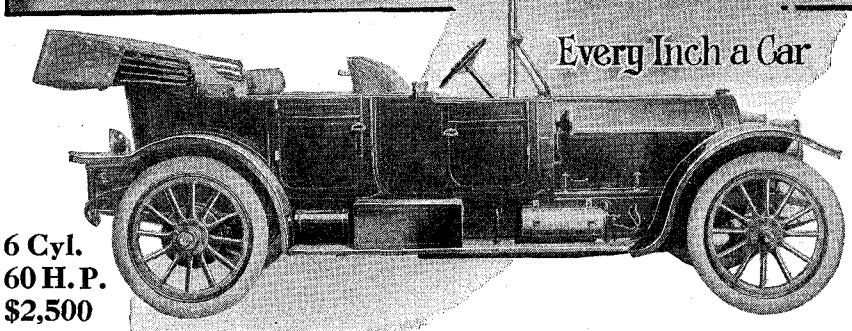

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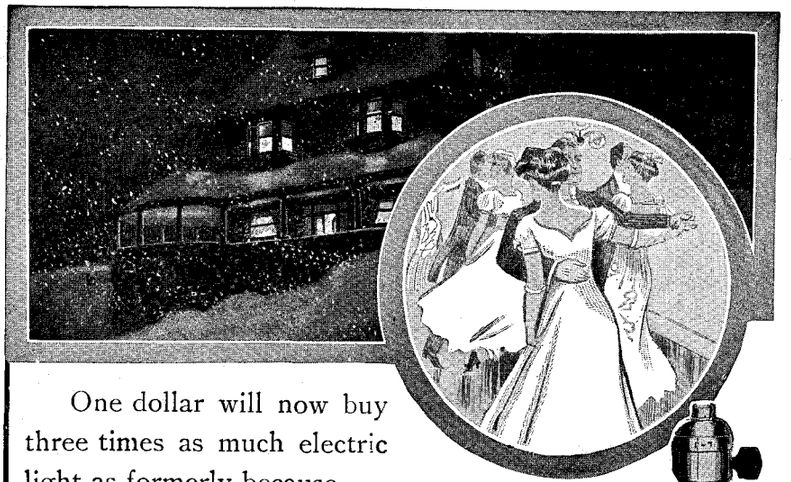

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III

O thou beloved of the cloud-dark hair,
Whose hands I clasp no more, whose lips I crave,
O thou who art so beautiful and brave,
Avert thine eyes; look not on my despair.

I have not breathed thy name since first this gate
Shut, and the wall upreared its frowning height,
Unless some stealthy turnkey in the night
Has heard a whisper, sobbing-passionate.

Four gaunt years have I mouldered in this place,
Am I not then repentant of my sin?
I know not, for my heart is dead within,
Thou art so far—I can not see thy face.

And yet, if thou hadst died, I had returned
To holy thoughts and long-forgotten prayers.
So might thy God be cozened unawares
To yield a moment of his heaven unearned.

IV

Labor and brooding, and a shattered Grail,
And at the last a few square feet of earth,
What care I for your jargon of new birth?
To live and strive again, again to fail?

The deadly sin atoned, the shame forgot,
To rise triumphant to a Love-God's breast
I crave not. Mine the certainty of rest.
Ruthless I lived; unpitied let me rot.

These two poems from *The Metropolitan* are not exceptionally beautiful, but they serve as touchstones, firing the imagination again with the fascinating contrast of the East with the West.

The East and the West

BY RICHARD BUTLER GLAENZER

"And there I beheld the East and the West; for in —— rested a brazen idol of Buddha upon a base that had the form of a great lotus-flower, the glitter of which was for the most part hidden by the smoke of incense. And by its side stood the carven image of Mary, our Holy Mother. . . . Upon the cheeks were marks of grief, and from the eyes real tears seemed ever about to fall. It was as if the living woman stood before me."—*Translation from "Viajes–Mejico," by Jorge de Morjo y Zampuco.*

BUDDHA

Immutable as Fate and calm as Death;
Secure, upon his lotus-blazoned throne:
To whom world cataclysms are the breath
Which fans hoar Egypt's pyramids of stone.

Inscrutable, serene; man's hopes and fears
Encompass not his unobserving gaze;
Profundity of thought recks not the tears
Commingled with senescent India's praise.

To him the perfumed chanting of the East,
Is as the sea's resurgence in a shell;
Eternity, his temple; Silence, priest,
And Life, the tinkle of a muffled bell!

MATER DOLOROSA

Human are those eyes of sorrow,
Mother's eyes that seem to say:
"Think, my children, of the Morrow,
Tho you smile To-day."

Eyes made dim by love's compassion!
Eyes made soft by love that knows!
Eyes that see, in woman-fashion,
Thorns before the rose!

Yet their sweet illuminating
Tears of warning but reveal
Fingers clasped in supplicating
Heavenward appeal.

Lips that quiver, interceding:
"God, they know not what they do;
They are still the same unheeding
Children Jesus knew.

"Spare them, save them, for their Brother!
Was it not for this he died?
'Twas not he, but I, his Mother,
Whom they crucified!"

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PERSONAL GLIMPSES

WHERE THE LOSER WINS

"HE who breaks the bank to-day will be broken by the bank to-morrow" is a very popular phrase on the French Riviera, but there are very few people who break the bank at Monte Carlo to-day or any other day. Such things only happen once in a while, and in *Harper's Weekly* we read:

As for systems to break the bank, there is seldom a day during the Monte Carlo season that one is not put in operation on a small or large scale, and even in the languid summertime (the Casino being open every day in the year) when the croupiers punt against each other for iced drinks and the *chef de partie* is dozing in his chair, all of the tables but one or two being cleared out of the great echoing halls, the visitor is sure to encounter some perspiring enthusiast who has come to demonstrate an infallible method of play whereby he intends to carry away with him wealth beyond the dreams of avarice. The administration welcomes the "system," and is again overjoyed when it wins for a time, even when the player is wise enough to go away with his spoil. The administration of the Casino does not use the advertising columns of the newspapers, but that it treats the reporters who visit Monte Carlo with consideration may be gathered from the circumstance that in the last published report to the shareholders there is among other items of expense for the "maintenance of the Casino proper," one that reads, "Press subvention, 625,000 francs."

Only a short time ago an English mathematician who had figured out a system absolutely sure to win at trente-et-quarante took it to Maurice Jenks, known in London as "the baccarat king," he having made a million sterling at that game—always acting as banker. The inventor of the system desired to explain it to Jenks, in order to induce him to join a syndicate he was organizing to provide the 5,000 pounds essential to begin the campaign at Monte Carlo.

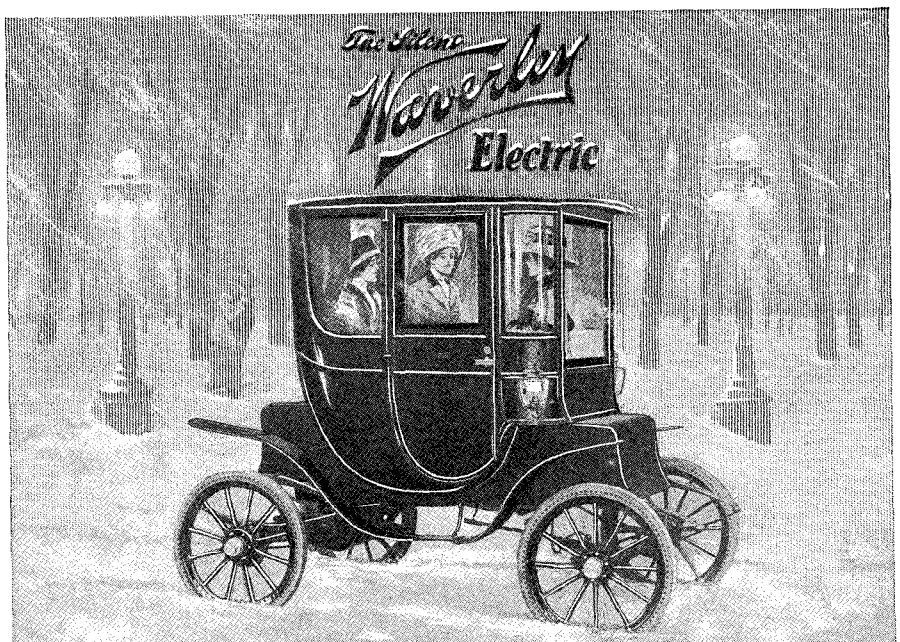
"You need not mind explaining to me," said Jenks. "I will put up half the amount—on one condition."

"What is the condition?" inquired the mathematician, eagerly.

"That you play your system against me," replied the expert.

There was one occasion, however, when M. Blanc was forced to buy off a Frenchwoman whose method of play completely confounded the Monte Carlo administration and defied all laws of mathematics. The story, which probably appears in print here for the first time, was told by former Director-of-Play Duval of the Casino, to the late Chevalier Edward A. Delille, once editor of Galignani's *Messenger* in Paris, and before that secretary to Napoleon III. The Chevalier was in the habit for many years of spending two or three months each winter in Monte Carlo at the expense of the "Anonymous Society of Sea Baths and Strangers' Club" (the full title of the gambling establishment), as the representative of several English and French newspapers. His notes of the occurrence which he did not make use of himself, the old gentleman turned over to the writer not long before his death.

According to Chevalier Delille the incident in question occurred during the winter of 1896–7, and he quoted M. Duval as saying



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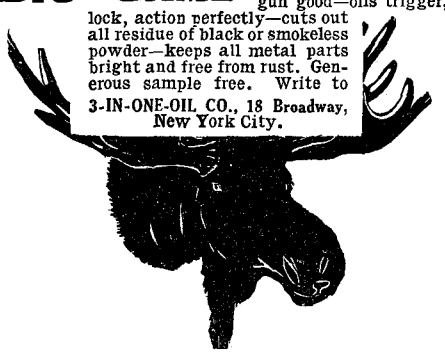

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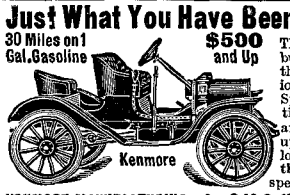

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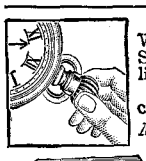

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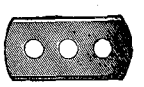

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Box 16, Canton, Ohio

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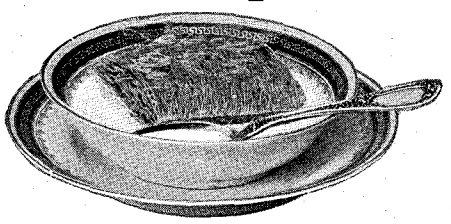
ELECTRONIC REPRODUCTION PROHIBITED

Getting Up Steam



FUEL for the human engine should be free from clinkers. You cannot "get up steam" in Winter on an impoverished food. Bodily warmth and vigor come from a food that is rich in blood-making, muscle-making material. Heat and strength do not come from overcoats or flannels.

Shredded Wheat Biscuit

is all fuel-food—no waste, no indigestible material to clog the system and tax the vitality.

In making Shredded Wheat we do not use small, broken or defective grains of wheat. The wheat we throw away would make the ordinary "breakfast food" of commerce.

Shredded Wheat is made of perfect whole grains of wheat steam-cooked, shredded and baked in the cleanest, finest food factory in the world.

Heat the Biscuit in oven to restore crispness, then pour hot milk over it, adding a little cream. Salt or sweeten to suit the taste. Two Shredded Wheat Biscuits with hot milk will supply all the strength needed for a half day's work or play. It is also delicious and wholesome in combination with baked apples or stewed fruits.

THE ONLY "BREAKFAST CEREAL" MADE IN BISCUIT FORM

The Shredded Wheat Company
Niagara Falls, N. Y.

FOR INDIGESTION
MURRAY'S CHARCOAL TABLETS
Once Only, for trial
A 25c box for 10c
A. J. Ditman, Astor House, N. Y.

6% NET
For 35 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of $200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 717. $25 Certificates of Deposit also for saving investors.
PERKINS & CO. Lawrence, Kans

Bronze Memorial Tablets
Designs and Estimates Furnished
Jno. Williams, Inc. Bronze Foundry
538 West 27th Street New York
Write for our illustrated booklet, Free.

Happiness Here Below depends so largely on one's point of view that *it pays to cultivate optimism.* Read Walter DeVoe's "LITTLE STUDIES IN SELF-HEALING." $1.10 postpaid from FUNK & WAGNALLS COMPANY, New York.

that it was the only occasion on which a "system" ever gave the bank a moment's anxiety. One afternoon in December or January M. Duval noticed an old Frenchwoman who had been a frequenter of the Casino for many years, and who made her living by obtaining good places at the tables when the *salles des jeux* were opened in the morning, and selling them to players with more money who came in later. She was sitting at the second table to the right on entering the roulette salon, known as the "suicides' table," and the reason M. Duval noticed her on this occasion was that she was with a good-looking young Italian, and they were playing with gold louis, instead of five-franc pieces, the minimum sum permitted to be staked, which was Madame's usual practise.

M. Duval took very little notice of the play, however, except to congratulate Madame when she rose to go to dinner, whereupon she turned to him with what he called a surprizing air of defiance, and asked: "How much will M'sieur give for the secret of an infallible system at roulette?"

"Nothing," he replied, laughing. "We are not buying secrets to-day." To this she responded:

"Ah, but M'sieur will be glad to purchase it some day."

"For several days I did not see the old woman," M. Duval told the Chevalier, "and the matter passed completely from my mind. One afternoon a week later, however, I saw her at the same table in company with three men. The *chef de partie* whispered to me that they were winning heavily, and I told the surveillants to watch and report. An hour later one of the men came to me and said that Madame and her party had won 70,000 francs, and that, strangest of all, they only played the maximum and scarcely ever lost.

"That evening I looked on at their play myself several times, and certainly they seemed to win each time they staked. The curious point, however, was that in twenty or so turns of the wheel they would never play more than twice, first one of the partners and then the others, but on each occasion they won the maximum in all combinations—*en plein*, the color, the column, the dozens, and the transversal. Indeed, the system certainly seemed to bear out the prophecy of Madame, and to be actually infallible. In spite of my knowledge of the fact that no system can beat a roulette wheel, I began to grow interested, the more particularly as by the end of the week they were several thousand francs ahead of the game, all of which had been safely lodged in the Credit Lyonnais and transferred to a bank in Milan.

"By the end of the next week matters were growing serious, for they had broken the bank at their table three times, and I telegraphed to M. Blanc in Paris. He asked for further reports; and, as these were unsatisfactory, he came to Monte Carlo to see for himself. What he saw greatly disconcerted him. Madame and her party were winning most assuredly, but with all our experts watching them at different times we were entirely unable to get the slightest clue to their system.

"To cut a long story short, M. Blanc finally was compelled to ask for an interview with Madame, and after long haggling he purchased her secret for 200,000 francs—and it was cheap at the price, for her syndicate

PETER MOLLER'S COD LIVER OIL

should be purchased for the following good reasons:

It is a PURE oil, so pure that it is positively free from disagreeable taste and odor. Children take it without persuasion. It digests readily, does not cling to the palate, and never "repeats."

It is made and bottled by Peter Moller at his own factory at the Norway fisheries—no adulteration possible.

Not sold in bulk. You know you get the genuine when you receive the flat oval bottle bearing the name of

Schieffelin & Co., New York, Sole Agents

Choosing Schools for Next Fall

DO you know that many people have already decided where to send their sons and daughters to school next year?

We are now giving suggestions and advice to numerous readers in all parts of the country on the choice of a suitable school.

This question is too important to leave until late next summer.

If you intend to send your boy or girl to a boarding school this year we advise you to begin your investigation of the different schools now.

Take plenty of time. If you will write us we will gladly assist you. We are in close touch with the best private schools in all parts of the country.

State your requirements in full, mentioning *kind of school, location preferred,* and *price of tuition.* We will gladly advise you to the best of our ability without fee or obligation. Address

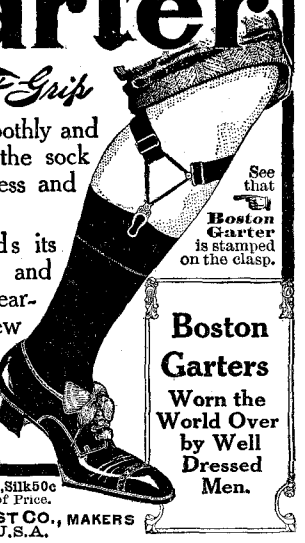
The School Bureau
The Literary Digest

Boston Garter

Velvet Grip

Fits smoothly and keeps up the sock with neatness and security.

It holds its strength and excels in wear-value. A new pair free if you find an imperfection.



See that "Boston Garter" is stamped on the clasp.

Boston Garters Worn the World Over by Well Dressed Men.

Sample, Cotton 25c, Silk 50c
Mailed on receipt of Price.
GEORGE FROST CO., MAKERS
Boston, U.S.A.

PRODUCED BY UNZ.ORG
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had already banked about half a million francs.

"The money being paid after play had ended and the rooms closed, Madame led us to the table and astounded us by her statement. She told us that she knew positively that no system was infallible; but that after years at this same table, she had noticed, when registering the numbers, that certain of them always followed others under certain conditions. Thus if the croupier spun with the number nine opposite him, twenty-six was certain to be the next, and that if zero was in the same position, thirty-two would surely follow. For weeks she followed these numbers, and then played and won. Then through the good-looking young Italian whom she let into the secret she got together her successful syndicate.

"And why was it that these numbers turned up in sequence? It was quite simple when we got the clew. The roulette wheel had become in the very slightest degree warped by the heat, and was not quite round, in so much that if turned at a certain point it invariably stuck at a certain other point, which would only have been noticed by a person keeping track of the numbers for weeks and months as Madame had done. That is the only system that has ever been infallible, and I need hardly say that since then we have been careful to test all the roulette wheels every day."

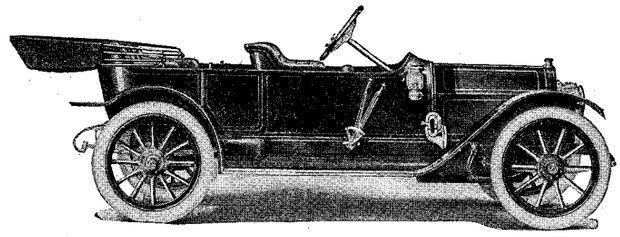
In 1901 there was talk in Monte Carlo of a successful robbery at the Casino carried on by croupiers and clerks. It was reported in the newspapers that the booty amounted to 2,000,000 francs and that a dozen employees were dismissed. But to continue:

The big players have never succeeded in carrying away very much money from Monte Carlo. In 1905 a London newspaper published a story to the effect that an American from Chicago had won 500,000 francs there in one day, and had taken the money home with him, but his name was not given. In the early nineties the sensation at Monte Carlo one season was the play of a Chicago youth of twenty-one, named Harry Rosenfeld who made something like a half million francs in a week, playing during the day, but lost most of it at baccarat at night after the Casino had closed.

The late David Christie Murray used to tell a story of a sensational play at Monte Carlo that he witnessed himself. "It was my fortune," he said, "to be in the Casino on a Sunday night in 1899, when a French nobleman bearing an historic name entered the room with a fancy to play on No. 8. He was followed by a valet who was marked 'pugilist' from head to heel, and carried a cash-box which proved to be full of thousand-franc notes. 'Numero huit,' said Monsieur le Duc, 'et maximum par tout.' He was known, and his challenge was accepted before the cash-box was opened. The maximum on any single chance at roulette is 6,000 francs but it is possible to repeat it seventeen times on the same coup. You can play *en plein*—that is to say, on a single figure; you can play at each corner and at each side of that figure; you can play the simple transversal and the divided transversal above and below the figure; you can play the column, the dozen, the pair or impair, the passe or the manque, and the color.

"In the instance I recall No. 8 turned up three times running. Monsieur le Duc netted three times seventeen times 6,000 francs in about three minutes, and the bank was

HUDSON "33"



"33" Touring Car $1250

"33" Pony Tonneau $1300

The "33" Torpedo $1350

Equipment on all models includes, 3 oil and two gas lamps, horn, tools, pump, quick detachable rims, gas generator. Mohair top, Prest-o-lite tank instead of gas generator and Duplex system ignition, with famous Bosch high tension Magneto, $150 extra for either model.

687 Sold the First Day

Reserve Your Hudson Now

The first day's sales made to individuals by Hudson dealers—on the day when the new HUDSON "33" arrived—totaled 687 cars.

Three-quarters of a million dollars' worth of automobiles sold the first day!

There has not been a day since that orders for immediate delivery were not far in excess of our output. At this writing in mid-winter with a large section of the country covered with snow—we have unfilled orders for more cars wanted at once than we can produce in a month.

Judge what the demand will be in the Spring.

You will see the necessity if you want this car, of arranging a delivery date now.

Dealers cannot be given more cars than have already been arranged for. We are, in fact, compelled to reduce some of the allotments made for early delivery.

Our whole output was taken by dealers before the first car was shipped. Some dealers had sold half the cars they had arranged for before they had received a demonstrator.

The over-supply of low-priced cars last summer may have led some to think that good cars will be plentiful. But remember that the over-supply was of old model cars, displaced largely by the announcement of Howard E. Coffin's latest design—the new HUDSON "33."

The HUDSON "33" is his masterpiece.

Desirable cars are difficult to obtain when they are wanted.

The six leading makers, in all probability, will find it impossible to make prompt deliveries on all orders in May and June.

If you intend buying a car, begin your investigation at once and assure yourself of delivery when you want it. There will be no change in models or price.

Even cars that ordinarily have small demand, will be in large demand in spring.

By taking your car now you can get three months' extra use without extra cost.

A 1910 car driven 15,000 miles can be sold, if you desire, with less sacrifice than a 1909 model used only half as much.

Therefore, get your 1911 model early. It can be resold in the fall to as great an advantage as if it were delivered in May.

The Coincidence of the "33"

The remarkable thing about the HUDSON "33" is the way the latest models of the greatest European cars resemble it. Leading engineers of Europe have just exhibited their newest designs at the Paris Automobile Show. Such famous makes as the Renault, Fiat, Mercedes, Isotta, Lancia, De Dietrich, Martini and many others show identically the same ideas that Mr. Coffin, working independently of the European masters, put into the HUDSON "33."

Simplicity the Keynote

Simplicity is evident in every detail.

The number of parts used is 900 less than in the average car.

Oiling places can be reached without inconvenience or soiling the clothing.

Moving parts are all enclosed and dust-proof. This includes the valve mechanism, which is exposed in practically all American cars.

The frame is heavier than is used on any other car of its weight.

The motor and transmission are held together as a unit, giving all the advantages of both the three and four point system of suspension.

Wheels are stronger than are ordinarily used.

Springs are so designed that they are practically unbreakable, yet are easy and flexible.

There is greater leg room in the front seat than is provided in most cars.

The steering wheel is extra large—same as on the biggest, costliest cars.

Don't these facts make you want to see the HUDSON "33"?

Think what it means to obtain for $1250 the masterpiece of such an engineer as Howard E. Coffin.

Think what it means to obtain a car at that price that embodies the ideas that the leading European Engineers are this year putting on their cars, any one of which sells for from three to five times the price of the HUDSON "33."

Then think what is indicated by the 687 orders taken the first day.

Doesn't that look as though it would be hard to get prompt delivery of a HUDSON "33" in the spring?

Therefore reserve your HUDSON now.

Write for complete detailed descriptions and address of your nearest dealer.

See the Triangle on the Radiator

LICENSED UNDER SELDEN PATENT

HUDSON MOTOR CAR COMPANY
5056 Jefferson Ave., DETROIT

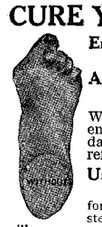
17

CARLYLE'S ESSAYS 4to, paper, 20 cents.
FUNK & WAGNALLS COMPANY, NEW YORK

ETHICS OF MARRIAGE Frank, earnest discussions of present abuse of marriage.
By Dr. Pomeroy Price $1.00
FUNK & WAGNALLS COMPANY, NEW YORK

WE SHIP ON APPROVAL *without a cent deposit*, prepay the freight and allow **10 DAYS FREE TRIAL.**
IT ONLY COSTS one cent to learn our *unheard of prices* and *marvelous offers* on highest grade 1911 model bicycles.
FACTORY PRICES *Do not buy* a bicycle or a pair of tires from *anyone* at *any price* until you write for our large **Art Catalog** and learn our *wonderful proposition* on first sample bicycle going to your town.
RIDER AGENTS everywhere are making big money exhibiting and selling our bicycles. **We Sell** cheaper than any other factory.
TIRES, Coaster-Brake rear wheels, lamps, repairs and all sundries at *half usual prices.*
Do Not Wait; write *today* for our *special offer.*
MEAD CYCLE CO., Dept. P, 172 CHICAGO

CURE YOUR FOOT TROUBLES



Enlarged Joints Reduced and Toes Straightened by ACHFELDT'S (Patent) "Perfection" TOE SPRING

Worn at night without inconvenience, with auxiliary appliances for day use. Sent on approval. Money refunded if not as represented.

Use My Improved Instep Arch Supporter

for "Flat Foot" and broken-down instep. Tell me your foot troubles. It will ease your **mind;** I will ease your **feet.** Send outline of foot. Full particulars and advice **FREE,** in plain sealed envelope.

M. ACHFELDT, Foot Specialist
VK, 163 West 23d Street NEW YORK

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Londonderry

A valuable medicinal water and specific, recommended and prescribed by physicians for its curative alkaline properties.

A delightful table water, for dining, for blending, for healthful refreshment on every occasion.

The sparkling (effervescent) in the usual three table sizes. The plain (still) in half-gallon bottles for home use.

Londonderry Lithia Spring Water Co., Nashua, N. H.

closed. What brought his historic dukeship there in the nick of time for that trifold piece of luck nobody can tell. He did not want the money, for he had just married a few odd millions, and he did not seem to care whether he lost or won, but stood impassive as a red Indian through the few minutes of that stupendous game. It was within a quarter of an hour of closing time, and there were not many people present, but the salle went mad."

The two biggest winners at Monte Carlo of recent years to figure prominently in the newspapers are Charles Wells, a Londoner, who won 750,000 francs in a few weeks, and lost it back, and considerable more, and a Yorkshire mechanic named Jaggers, who won 3,000,000 francs on a system, and was rapidly losing it back by the same system, when he had sense enough to quit the game. He got away with considerably more than a million francs.

It is not likely that the gambling establishment will suffer, however. For more than a quarter of a century the tables have paid all the rents and taxes of Monaco, the lighting and water, and the expenses of such religion as is essential. Even the bishop draws his salary from the profits of the tables. Altogether, if the Prince of Monaco's allowance of $250,000 per year, with $100,000 more for expenses of his body-guard, police, and law courts, be included, the Sea Baths Society earns and spends about $5,000,000 before its profits begin. And its profits are between $5,000,000 and $10,000,000 annually.

VISITED BY A GRIZZLY

DURING a summer spent among the Blackfeet Indians in Montana, Mr. Walter McClintock went off on a hunting-trip in the Rockies, accompanied by his friend and guide, Siksakakoan. After some days the mountains became so rugged that the guide went on by himself after mountain sheep, leaving Mr. McClintock alone with the pack-horses at a mountain lodge. About twenty feet from the lodge was an out-door kitchen, where part of the provisions were stored. In his recent book, "The Old North Trail," an interesting record of Blackfeet customs and personages, Mr. McClintock tells what happened one stormy night:

I lay comfortably wrapt in my blankets, gazing into the fire and listening with peaceful indifference to the howling storm.

Are You Worried and Anxious About Baby? Get Holstein Cows' Milk

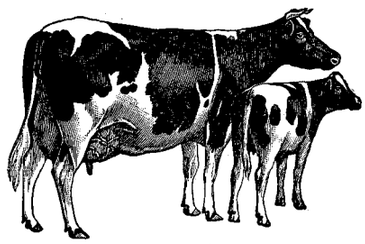
If you are in despair about baby's health, just try the milk of the Purebred Holstein Cow. Be sure to *keep the milk clean*. Consult a physician as to modifying it and we are sure that you will see an almost immediate improvement. This is a simple thing to do; you can reason it out for yourself.

The Purebred Holstein Cow is very large, strong and robust, of placid temperament, wonderful vitality and vigorous constitution. In addition to these health factors, analysis shows her milk to be more nearly like the human mother's milk than is that of any other animal.

Because it is most nearly like mothers' milk, it is most nearly what nature intended for Baby. It not only digests easily, but imparts to Baby the vitality and the constitutional vigor of the Holstein breed.

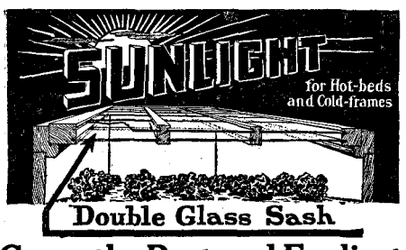
In addition to the thousands of mothers who have found this true, we have the leading American medical authorities on infant feeding to indorse our statements. Send for our FREE booklet, "The Story of Holstein Milk." It gives valuable authentic information about the Food Value of Milk and about Infant Feeding.

We will help you to get Holstein Milk near at hand if your milkman cannot supply you.



HOLSTEIN-FRIESIAN ASSOCIATION
7 L American Building - Brattleboro, Vermont

WINDOWS RATTLE?
Hold them firm, prevent rattling and keep out drafts and dust with the
P.C.W. Anti-Sash Rattler
A three bladed metal wedge fitting any window, easily adjusted. Guarantee, "Satisfaction or money back." Send 25c. for 10 nickel finished postpaid, and name of your dealer. *Representatives wanted.*
P. C. W. MFG. CO., 3084 Metropolitan Bldg., N. Y.



Grow the Best and Earliest

Now is the time to order the new sash that has two layers of glass instead of one, and needs no covering with mats or boards. Have all kinds of flowers and vegetables way ahead of the season.

Get These Two Books

One is our valuable free catalog. In the other Prof. Massey tells what and when to plant in hot-beds and cold-frames. Send 4c in stamps for this booklet in addition to free catalog.

SUNLIGHT DOUBLE GLASS SASH CO.
950 E. Broadway, Louisville, Ky.

The Seal of Approval

"SALADA" TEA

23,087,810 Packages sold last year

Use It For Flavoring Milk Puddings

and give them a delicious, piquant flavor even better than Maple.

MAPLEINE

is a delightful change from lemon and vanilla in all desserts, especially if you like the flavor of Maple.

Try this Recipe for Mapleine Tapioca Pudding

1 cup tapioca, 2 eggs (yolks), 1 small piece of butter, 2 tablespoonfuls granulated sugar, 1 cup milk, 1 teaspoonful Mapleine.

Have the tapioca well soaked in water or milk and cook till bluish in color, then add the milk, eggs, sugar and Mapleine.

Our recipe book "Mapleine Dainties" tells you how delicious and convenient Mapleine is for making fillings and frostings for cakes, for flavoring homemade candies, fudges, ice cream, jelly and many other delicious desserts and for making syrups.

Send for recipe book, and if your grocer doesn't sell Mapleine send 35c for 2 oz. bottle to Dept. E.

CRESCENT MFG. CO., Seattle, Wash.

Mapleine adds both color and piquant flavor to soups, gravies, and ham

PRODUCED BY UNZ.ORG
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I watched the fire burn low, until there were but a few glowing embers, and then fell asleep. During the night I was awakened by the horses coming close to the lodge. I wondered at their having left their feeding-grounds and went outside to drive them back. The wind had ceased, and all signs of the storm had disappeared. I stood for a moment, fascinated by the wildness of my surroundings. The deep stillness was broken only by the subdued roar of rapids in the valley below, the distant howling of wolves in the forest on the mountain side, and the hooting of a pair of owls; I could distinguish between the voice of the male and the answering call of his mate.

When I was again under my warm blankets, I fell into a doze, but had a vague feeling that something was prowling about. Startled by heavy footsteps near the lodge, I sat up and listened. They led in the direction of the kitchen some twenty feet away, and then followed a rattling of pans. I seized a stick and ran out to investigate. I saw a large, black-looking object near by, and thinking that one of the horses had returned, was about to hurl my club. But a sudden intuition changed my mind. This intruder could not be a horse. It stood too high in front and low behind. It looked steadily at me with head lowered and moving slowly from side to side. When I heard a vicious "woof!" the terrible reality flashed over me that I was in close quarters with a huge grizzly bear. The thought of having come so near charging upon him with a club made me shudder and my knees feel weak. A cold chill crept up my back and over my scalp, with the feeling that my hair was standing on end. I backed into the lodge and sat down, debating what could be done. I realized that, in such close quarters with a large grizzly at night, and with an inferior rifle, my large rifle having been taken by Siksikakoan, it would be madness to shoot. A bold front is the best defense, and to run from a grizzly is but to invite attack. Any further deliberation was cut short by his moving toward the lodge. He stopt for an instant a few feet away, sniffing the scent of the provisions stored inside the lodge, but fortunately turned again toward the kitchen. Believing that the fire-light might drive him off, I cut a few shavings and soon revived my smouldering fire. Hearing him coming again, I seized the small rifle and jumped to the side farthest from him. While I stood waiting, the suspense and strain upon my nerves were terrible. He came straight to the lodge door, but again turned aside to investigate my saddles. His curiosity being satisfied, he stopt at the side of the lodge where my provisions were stored. I cocked the rifle and knelt in readiness to receive him. Rising on his hind legs, he placed his fore paws against the lodge poles. I saw the canvas prest in with his weight, and heard his deep breathing, for I was underneath him. I had now recovered my nerve. My heart beat steadily and I held the rifle without a tremor, altho I thought my end had surely come. I quickly loosened the canvas from its pegs and prepared to escape from under, for I thought his weight would break through. But he stood there sniffing the air and seemingly undecided as to his next move. Then I stood erect and gave a loud yell. He must have thought my "power" was stronger than his own, for he turned away and the next moment I heard him at the kitchen, tearing off the canvas covering from a mess of trout. Having safely passed through what I thought was the crisis of his visit, I

Why do these great artists all make records only for the Victor?

If only a few of the world's greatest artists made records exclusively for the Victor, it might signify little. But when such famous singers as Caruso, Calvé, Dalmores, Eames, Farrar, Gadski, Gerville-Réache, Homer, Journet, Martin, McCormack, Melba, Plançon, Schumann-Heink, Scotti, Sembrich, Tetrazzini, Witherspoon and Zerola *all* make records exclusively for the Victor, it is not only a splendid tribute to the high musical qualities of the Victor, but the most conclusive proof of its all-around superiority.

Hearing is believing—go to-day to the nearest Victor dealer's and hear these famous artists sing their greatest arias. You'll be astonished at the wonderful results secured by the new Victor process of recording.

Victor Talking Machine Co., Camden, N. J., U. S. A.

Berliner Gramophone Co., Montreal, Canadian Distributors

To get best results, use only Victor Needles on Victor Records

And be sure to hear the

Victor-Victrola

New Victor Records are on sale at all dealers on the 28th of each month

Insurance for the Deaf

Every Acousticon Guaranteed Until 1920

The Acousticon enables the deaf to hear—makes easily audible the *softest* sound.

These are facts—*actual provable facts.*

In churches alone that are equipped with them, it is estimated that *more than 20,000 deaf persons every Sunday listen to the services through Acousticons*

But even with this great device available—even though some seventy thousand individual wearers are hearing perfectly with it today—there are many thousands of deaf people who still continue to suffer defective hearing. It is these people from whose minds we would remove the last shadow of doubt—

This guarantee bond is now given with every Acousticon

That's why we have Guaranteed the Acousticon

And here's why we *can* guarantee it.

Because we have brought it to a state of scientific perfection, where its powers are beyond question.

Because we do not sell to anyone until after we have made them *hear*—and without strain or effort.

Because the Acousticon is made by our own experts, from the finest materials procurable—*made to last a life-time.*

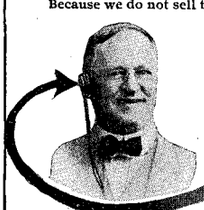
No one who is deaf can afford to be without an Acousticon—and we *can't afford* to make a single instrument that fails.

Prove this for yourself.

For the convenience of our customers we have offices established in all of the large cities of the United States.

Let us send you the address of the one nearest you. Convince yourself by a *personal test*—a test that costs absolutely nothing and in no way obligates you.

Also let us send you our handsome illustrated book showing some of the churches equipped with Acousticons, the various styles and types of instruments, and containing further interesting facts about this wonderful deliverance from deafness. Write us today.



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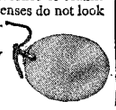

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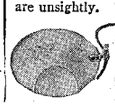

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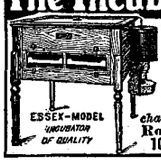

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actually began to take a friendly interest in the old grizzly's performances, and watched him from the doorway. He tore open the parfleches containing flour and sugar and smelled at the heavy iron "dutch-oven" containing a small piece of butter, my greatest delicacy, altho not very fresh. He turned the oven over and over, but the lid held fast. Finally he gave it a heavy blow with his big fore paw, and the lid flew off. Its contents were quickly disposed of and I heard his rough tongue licking with relish the inside of the kettle. With the hope that I might drive him away I opened the lodge door that the fire-light might show more brightly, and stepping out fired my rifle into the air. But he only threw up his head, as if annoyed at the interruption, and dropt it quickly to finish a bowl of stewed peaches, the last of my store of provisions at the kitchen. When the first faint streaks of dawn appeared, my dangerous visitor suddenly departed into the deep forest. Having built a cheerful and comfortable fire, I at once wrote in my note book the details of the grizzly's visit, and then wrapping myself in my blankets, slept soundly until wakened by the squirrels racing over the frozen canvas above my head. The thrilling events of the night seemed like a dream and I hastened to find the grizzly's tracks and prove the reality of the adventure. Close beside the lodge I found prints of his feet measuring thirteen inches in length, six inches broad at the heel and seven inches across the toes. When Siksikakoan returned from his hunt, and saw the tracks, he said that a grizzly of that size would weigh as much as a large horse.

PRESIDENTIAL ATHLETICS

THE days of boxing and wrestling in the White House did not cease, it seems, with the departure of the Executive most noted in that line. President Taft finds that when his weight is below three hundred he is in trim for his best work, with mind clear and body active, but it takes a vigorous system of training to keep below this limit. So the wallopings and thumpings resound through the Executive Mansion, and inspire proper awe in any opponents of the Administration who may be within hearing. Mr. Taft, according to a writer in *The Sunday Magazine*, can not eat what he likes, and every morning goes through a course of exercises that would put a bruiser in trim. We read:

Dr. Charles E. Barker is boss of the presidential body and the presidential appetite. It is the doctor's job to keep the presidential weight under three hundred pounds; for, as long as this is done, Mr. Taft is in fine physical condition.

Every morning the ruler of the country, whether he is in Beverly or Washington, gets up at a quarter past seven o'clock and puts in an hour exercising with Barker, the physical instructor. Drest in sweater, light gray trousers, and tennis shoes, the President wrestles and boxes with Barker. It is real wrestling and boxing, and the bouts go until, red-faced and breathless, the President is allowed to pause for a few moments of rest. He goes about the thing in dead earnest. When it comes to wrestling, he knows all about the "half Nelson," the "hip lock," and the "toe hold." He can roll and squirm

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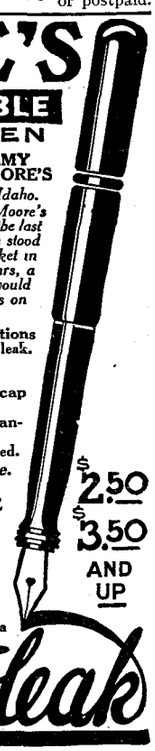

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with surprizing agility, and he puts up a performance that justifies the story that at Yale he was champion wrestler of the university.

When he boxes, he goes the regulation round. His footwork is his best asset in this line of sport. Anybody who has seen him waltz knows that he is phenomenally light on his feet, and this gift stands him in good stead when he puts on the gloves. Incidentally it affords him great opportunity for exercise, because, being good on his feet, he uses the talent all the time he is standing up against Barker.

After wrestling and boxing, the two men toss the medicine-ball. This is followed by dumb-bell work, and a few minutes of bending and jumping exercises.

A story got out not long ago that in the wrestling match Mr. Taft had fallen on Barker and broken two of the instructor's ribs. It was easy to believe the report; for Barker, altho well-muscled and a trained athlete, is small and wiry, and the presidential weight might well crush some of his bones. The story, however, was denied, and Barker allowed people to feel his ribs to prove that they were whole.

During the summer vacation in Beverly, Mr. Taft supplements his hour's workout in the morning with a game of golf after breakfast every day except Sundays. In the afternoon he goes for an automobile ride or a sail in his yacht, the *Sylph*. In Washington, in the winter, whenever he can take time off, he plays golf in the afternoon.

His treatment of himself to keep in good condition is practically a science. It does not stop with exercise. It extends to the table at breakfast, luncheon, and dinner. Barker tells him what to eat, and he eats it; also he does not eat what Barker forbids. Sometimes he eats three meals a day, and sometimes only two. It is a safe bet that Mr. Taft weighs himself oftener than any man in the United States.

It does not necessarily follow that the President likes all this work. As a matter of fact, he gets tired of it often; but, realizing that he "can't call his gizzard his own," and that he owes it to the people to preserve his health, he goes through with it.

At Beverly he has a gynmasium over his garage, and in the White House at Washington he uses the same room Theodore Roosevelt had fitted up for gymnastic exercises.

THREE LITTLE PRINCES OF NIPPON

IN a palace all their own, at a place called Aoyama, live the three little grandchildren of the Mikado. Their father, the Crown Prince of Japan, evidently believes that "early to bed and early to rise" is as good a precept for princes as for other boys. So nine-year old Prince Michinomiya Hirohito, eight-year-old Prince Atsunomiya Yasuhito, and five-year old Prince Terunomiya Nobuhito get up every morning before six o'clock, and go to bed at seven-thirty in the winter and at eight in the summer. Altho the Crown Prince has never been farther away from Japan than Korea, he has adopted Western dress and the Western style of living, says a writer in a recent number of *The Japan Magazine* (Tokyo), who goes on to describe the "simple and wholesome"

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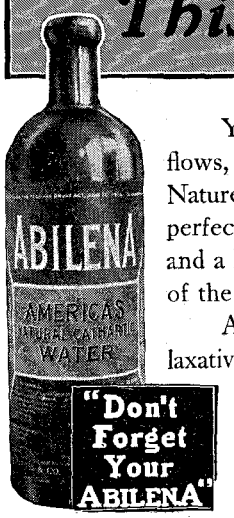

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daily routine of the three youthful hopes of the Japanese nation.

After dressing themselves, the two older boys in school uniforms, the youngest in the loose uniform of a naval cadet, and paying their respects to their parents and grandparents, they take an hour's walk in the palace gardens, are then attended by the Court physician, and finally sit down to their breakfast, generally of milk, bread, eggs, and oatmeal. Our informant continues:

After breakfast, they repair to their study, where they prepare the day's lessons, and each has a plain table without drawers, and of native manufacture, upon which he places his books and pencils and perhaps a simple vase for flowers, all of which they have been noted to take particular care in arranging and keeping neat, Prince Terunomiya exerting himself never to be behind his brothers in performing any of the day's duties.

The two older boys are in daily attendance at the Peers' School and the youngest is taught at a kindergarten within the palace compound.

Prince Michinomiya is in the third class in the primary course at the Peers' School, having twelve classmates, and his brother, Prince Atsunomiya, is one of sixteen in the second class of the same department. They are both exceptionally bright, and in the last yearly examinations they received the highest grades ever obtained in arithmetic by any student in the school, as well as excellent standing in all other studies.

At luncheon, which is taken at school, the young princes are assigned a special room, which is about the only distinction made between them and others in attendance, beside the emblem of the school worn upon the cap, which is a cherry blossom in gold, except for the princes, who use instead the usual Imperial crest, or sixteen-petalled chrysanthemum.

They return from school at two, and have an hour or so for recreation; the bath is taken at four; at five dinner is served. Seven-thirty is the hour for retiring in winter, eight in summer.

The boys are all fond of games and sports, their interest at present being centered in the national sport of wrestling, they having recently visited the newly built wrestling hall, Kokugikwan, at Ekoin. A favorite game with them is foot-ball, a kind, of course, different from the English game, and called *shikiku* in Japanese.

The vacation is usually spent at the Imperial Villa, at Hayama, where the princes enjoy various outings and exercises, especially swimming, which the larger boys do very well, and the little one with the aid of a buoy.

The princes enjoy going in the kitchen gardens and gathering vegetables such as radishes, cucumbers, and egg-plants.

Clad in their khaki uniforms, they take long walks with one or two attendants, visit the Morita shrine, or wander along the seashore. During the past summer they went on an excursion a-field with their schoolmates and made a collection of butterflies, securing some forty varieties. The older boys devote two hours a day to study under their master, Mr. Maruo Kinsaku, but no systematic course is followed as at school, the plan being to bring them close to nature and her object lessons.

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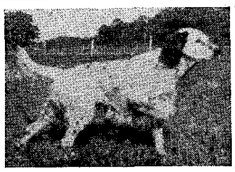

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THE SPICE OF LIFE

Even That.—Representative Nye, of Minnesota, has much of the wit of his lamented brother, Bill Nye. Himself a lawyer, Representative Nye said at a lawyers' banquet in Minneapolis:

"Lawyers have grand reputations for energy and perseverance. A lad said to his father one day:

"'Father, do lawyers tell the truth?'

"'Yes, my boy,' the father answered. 'Lawyers will do anything to win a case.'"—*Washington Star.*

His Wife.—"What do you do for a living, Mose?"

"I'se de manager ob a laundry."

"What's the name of this laundry?"

"Eliza Ann."—*Louisville Courier-Journal.*

Musical Notes.—THE VIRTUOSO—"He paid $4,000 for a Whistler."

THE DRUMMER—"Gee! You can get a Singer for about fifty dollars."—*Brooklyn Life.*

Where the Treasures are.—BURGLAR—"Better tell me where the valuables are."

HOUSEHOLDER—"Well, old man, here's the combination of the refrigerator."—*Life.*

Premature.—THE FAIR PURCHASER—"Your eggs are all very small to-day, Mr. Jones."

MR. JONES—"Yes'm, they are; but I'm sure I don't know the reason."

THE FAIR PURCHASER—"Oh, I expect you took them out of the nests too soon."—*London Sketch.*

Two Souls with but a Single Income.—"I'm thinking of getting married." "Then you will be. Congratulations." "But how much will it cost us to live?" "That's simple. Add about $5 a week to what you get."—*Cleveland Leader.*

The Top of the Medical Ladder.—"Has the doctor a large practise?"

"So large that when people have nothing the matter with them he tells them so."—*Pittsburg Post.*

Up Against It.—SHE—"Lizzie's bloke calls 'er 'is peach and the apple of 'is eye. Why can't you call me things like that?"

HE—"Yus, that's all very well; but 'e's in the vegetable business. I'm in the whelk trade, remember."—*Punch.*

Domestic Wrappers.—"Your friend is rather indelicate," remarked Mrs. Wombat. "Says he gave her husband some panatellas for Christmas."

"What's wrong with that?"

"I wouldn't think of mentioning sleeping-garments in public."—*Louisville Courier-Journal.*

A Common Divisor.—PLAINTIFF (in law suit)—"So you think I will get the money, do you?"

HIS COUNSEL—"I think *we* will get it."—*Puck.*

Bait.—SHE—"Why, Charlie, you seem to have become quite a man of fashion—such clothes! such jewelry!"

HE—"Yes, you see, my creditors are very anxious that I should get married."—*Simplicissimus.*

One Thing at a Time.—"How is the new filing system? Success?" asked the agent of the merchant to whom he had sold a "system" a few days before.

"Great!" said the merchant.

"Good!" said the agent, rubbing his hands. "And how is business?"

"Business?" echoed the merchant. "Oh, we have stopt business to attend to the filing system."—*San Francisco Star.*

The New Politics. FIRST NEW WOMAN—"It is very important to get all cooks interested in the suffrage movement."

SECOND NEW WOMAN—"Why so?"

FIRST NEW WOMAN—"Because every cook controls two votes—her own and that of her mistress."—*Life.*

The Proof.—"You're very contradictory, my son."

"No, I'm not, pa."—*Lippincott's.*

Back in the '90's.—Paul Withington, the Harvard coach, was praising the milder football of 1910:

"Football in the '90s was a terrible game," said Mr. Withington. "Bourget, you know, devoted a whole chapter of 'Outre Mer' to its horrors. 'Some of the stories of the football of '90 or '91 are, in fact, almost incredible.

"A Philadelphia sporting editor returned one November Saturday from West Philadelphia with a pale, frightened face.

"'Many accidents at the game?' a police reporter asked him.

"'One frightful accident,' replied the sporting editor. 'A powerful mule from a neighboring coal dealer's entered the field, blundered into one of the hottest scrimmages, and got killed."—*Washington Star.*

To Raise the Temperature.—Frank had been sent to the hardware store for a thermometer.

"Did mother say what size?" asked the clerk.

"Oh," answered Frank, "gimme the biggest one you've got. It's to warm my bedroom with."—*Success.*

NOTE OF CORRECTION

Atlantic Coast Line

We regret that on page 1165 of our December 17th issue, in an article of Winter Travel Southward, two misstatements occurred in our reference to train service of the Atlantic Coast Line.

Our article stated that the "Florida & West India Limited" runs three times a week. This train runs daily and Sunday throughout the year and its correct name is the "Florida & West Indian Limited."

Farther on the statement is made that the "Palmetto Limited" runs to Summerville, S. C., twice a week. This train runs daily and Sunday through to Jacksonville and St. Petersburg, Florida.

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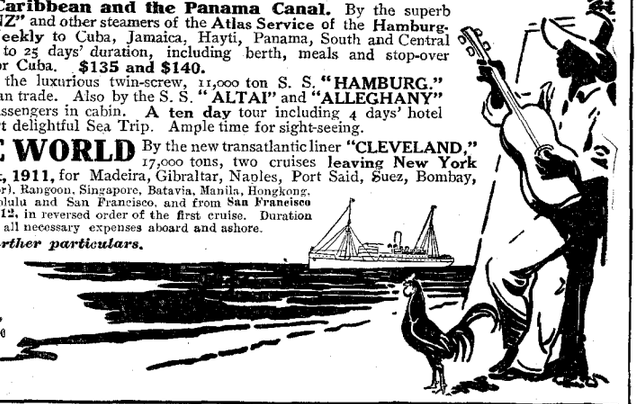

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S P

CURRENT EVENTS

Foreign

December 30.—Maurice Tabuteau breaks a world's aeroplane record by covering 362.66 miles in a continuous flight of 7 hours and 45 minutes at Buc, France.

December 31.—It is announced at Berlin that Andrew Carnegie has given $1,250,000 to establish a hero fund in Germany.

January 1.—Much damage is done by an earthquake shock at Brusa, Asia Minor.

January 3.—Two supposed anarchists are burned to death and several firemen, policemen, and soldiers are injured in an attempt to arrest the murderer of a policeman at Houndsditch, London.

Wreckage picked up in the Bay of Biscay indicates the loss of the British steamship *Axim*, which left London on December 9, with a crew of thirty and four passengers.

January 4.—A dispatch from Mexico City says the rebels have captured another town in Chihuahua.

The Institute of France decides against the eligibility of women for membership, thus rejecting Madame Curie, the discoverer of radium.

January 5.—The Emir of Bokhara, Sayid Abdul Ahad, dies in New Bokhara.

In the wreck of a passenger train near Cathcart, Cape Colony, fifteen persons are killed and more than forty injured.

The Washington-Alaska Bank, of Fairbanks, Alaska, the largest in the territory, suspends payment with $1,000,000 on deposit.

Domestic

WASHINGTON

January 1.—Gifford Pinchot and his brother Amos make public a brief urging President Taft to cancel the Cunningham coal claims in Alaska at once.

President Taft authorizes formal recognition of the new government of Nicaragua.

January 2.—In a letter to the President, Falcon Joslin, president of the Tanana Valley Railroad Company of Alaska, answers the Pinchot brief, attacking the conservation policy of the last administration.

January 3.—The United States Supreme Court dismisses the Panama Canal libel case, holds constitutional the bank guaranty laws of Oklahoma, Nebraska, and Kansas, and declares invalid Alabama's Labor Contract Law.

Associate Justices Vandeventer and Lamar take the oath of office and assume their duties in the Supreme Court.

January 4.—Senator Stephen B. Elkins of West Virginia, dies at the age of 70.

January 5.—President Taft, Secretary Knox, and Ambassador Bryce begin negotiations for a general arbitration treaty between the United States and Great Britain.

GENERAL

December 30.—Clarence Lexow, onetime chairman of the New York City Government Investigating Committee, dies at Nyack, N. Y.

December 31.—John B. Moisant and 'Arch" Hoxsey, the aviators, are killed by falls, the former at New Orleans and the latter at Los Angeles.

January 2.—The number of voters at Adams County, Ohio, indicted for selling their franchises at the November elections reaches 1,431.

Declaring interstate express rates to be "excessive and unconscionable," the Iowa Railroad Commission orders a reduction of from 5 to 20 per cent.

January 3.—Experimental postal banks are opened in every State and Territory in the Union.

Senator Lodge, in an address in Boston, reviews and defends his service of eighteen years in the United States Senate.

Two bandits hold up the Westbound Overland Limited near Ogden, Utah, robbing the passengers and trainmen of $1,100.

William E. Corey resigns the presidency of the United States Steel Corporation.

January 4.—James J. Gallagher, who attempted to kill Mayor Gaynor, of New York, is sentenced to twelve years in the New Jersey State prison for shooting Street Cleaning Commissioner Edwards, who was injured while aiding Mayor Gaynor.

Five persons are killed and a number seriously injured in a railroad collision at Cheney, Wash.

The Government brings action under the Sherman Law to dissolve the Atlantic Conference, which includes all the great transatlantic steamship companies, on the ground that they form under the organization a conspiracy in restraint of trade.

January 5.—Justice E. B. Whitney of the New York State Supreme Court dies at Cornwall, Conn.

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"H. M. H.," Texarkana, Tex.—"Please state whether there are any national holidays. Are not July 4th, Thanksgiving Day, and Christmas considered national holidays?"

Altho there are some few holidays that are observed throughout all the States and Territories of the United States, no national holiday exists by Congressional enactment. Holidays are legalized by state or local legislation.

"J. E. L.," Seminary, Miss.—"What part of speech is *behind* in the following sentence: 'He stept from behind the tree'?"

The two words "from" and "behind" are both prepositions, and such a combination is termed a complex preposition. It is used to denote various phases of some relation, as, "The wave slipt *from under* the brig," and is parsed as a single word.

"J. F. C.," Charlotte Hall, Md.—"Please give an explanation of the meaning of the preposition 'within,' as used in the following sentence: 'Three Judges of Election shall be appointed *within* one month prior to the meeting of the stockholders.' Does the sentence mean that the judges shall be appointed at least one month prior to the meeting of the stockholders, or does it mean that they are to be elected at some time during the month prior to the meeting?"

The specific definition of "within," in its relation to time, is, "In the limits of a designated time; not beyond or exceeding; included in; inside of." The sentence therefore definitely expresses the thought that the judges are to be elected at any time during the month immediately preceding the specified meeting. A change in phraseology would be necessary if it is desired to state that a month must elapse between the appointment of the judges and the meeting of the stockholders.

"J. T. G.," Nashua, N. H.—"Is there any authority for the use of the word 'out' in the phrase, 'to win out'? Would not the idea be as clearly and forcefully exprest if the adverb were omitted?"

This phrase has come to be recognized in colloquial usage, and is recorded in the dictionaries. In literary usage, the omission of the adverb "out" would not weaken the meaning of the simple infinitive "to win."

"J. A. C. T.," Albert Lea, Minn.—"Is there any rule by which a person may know when to use the 'z' sound of the letter 's' in the pronunciation of words?"

A general rule in orthography, treating of the sounds of letters, states that "S at the beginning of words, or after any of the sharp consonants, is always sharp. S after any of the flat mutes, or at the end of words when not preceded by a sharp consonant, is generally flat. But in the English termination *ous*, or in the Latin *us*, it is sharp." Such a rule is necessarily general in its application, but in some instances is a guide to the sounds of this letter.

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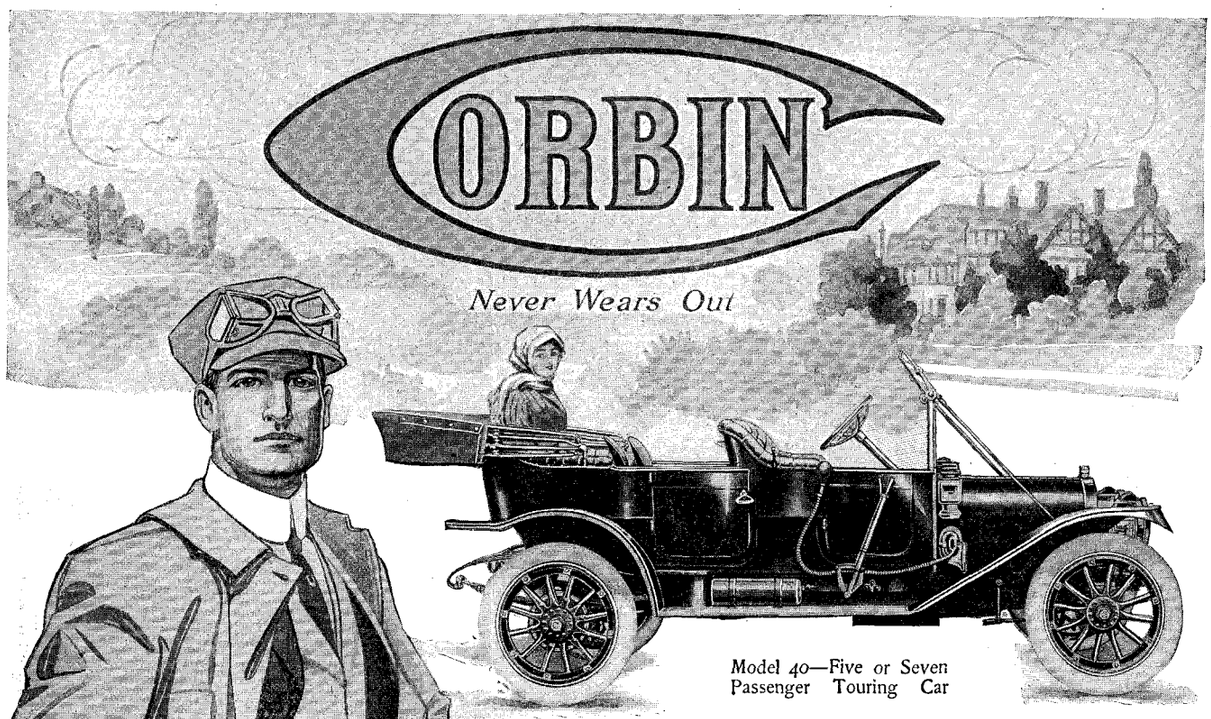

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THAT is what a Corbin owner said to a friend who had asked for an opinion. You too, will find upon investigation that the strongest advocates of the Corbin Car are those who have selected them over any other car on the market.

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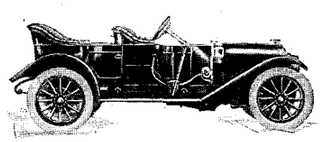
The moment you are seated in a Corbin Car you will be convinced of the stability, durability, simplicity of operation, abundance of power, ease of control—all of which is positive proof of low cost of maintenance.

As you glide along comfortably and noiselessly you could not dispute the fact that if you owned a Corbin Car you could get to and from your office—night and morning—quicker, cleaner and in a better mood.



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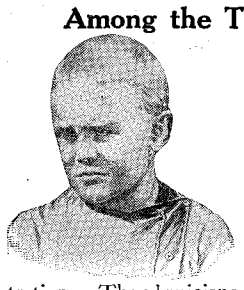
Some Human Statistics
Regarding Oatmeal

We learned these facts by an actual canvass made in forty states —a four months' canvass employing 130 men. Perhaps they will give a living reality to scientific opinion regarding oatmeal

Among the Tenements



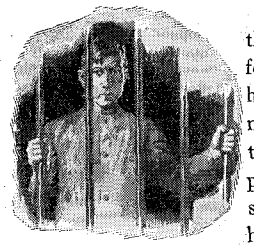
In the lowliest sections—where people know least about food values—not one home in twelve serves oats. The average child is wan, anemic and nervous. The school teachers say that it lacks concentration. The physicians of the tenements say that these mental and physical conditions are due mainly to the lack of well-balanced foods.

In the Poorhouses

We made a canvass of 61 poorhouses in 31 states, for types of the unsuccessful. We found that 93 per cent of the inmates were not brought up on oatmeal.

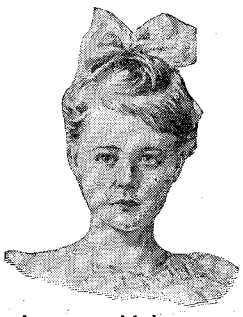
But among congressmen, governors and financiers—among the leaders in every walk of life—the great majority came from oatmeal homes.

In the Prisons



Not one-third of the boys found in four prison schools had ever tasted oatmeal at home. Not two per cent of the prisoners in four state penitentiaries had oats as a childhood food. But there, as in all institutions where the State directs the diet, oatmeal is a staple food.

On the Boulevards



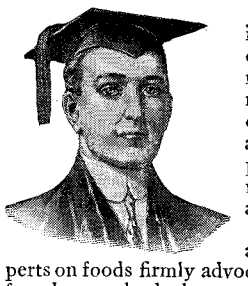
Among the highly intelligent—the well advised—seven homes in eight regularly serve oatmeal. The percentage is even larger if we omit the childless homes.

We also found this: Boston consumes 22 times as much oatmeal per capita as do two certain states with low average intelligence.

Among Physicians

We wrote to or interviewed 12,000 physicians, and we found that four-fifths of them serve their children oatmeal.

In the Colleges



Out of 50 leading professors in one university, 48 regularly eat oatmeal. Among the college fraternities and eating clubs, 90 per cent of the members make oats a regular dish.

The directors of athletics and experts on foods firmly advocate oatmeal. We found two who had eaten it for forty years.

Four-fifths of all college students were shown by this canvass to have come from oatmeal homes.

Among the Hotels

The finest hotels—the homes of good living—serve an average of one pound of oatmeal daily to each 18 guests. The leading hotel in America uses sixty pounds per day.

But the servants in hotels consume very little. Among the workers in lowly vocations very few are oatmeal bred.

What the Facts Signify

These facts are everywhere apparent. The higher the average intelligence the greater is the use of oatmeal. The highest types were mostly oatmeal bred. In the homes which breed the lowlier types the use of oatmeal is exceptional.

Authorities say that 90 per cent of a child's fitness is fixed before it enters a school. And that fitness depends largely on food.

Scientists say that the best-balanced food—the ideal food for the years of growth—is oats.

The reason is this: Oats contain more proteids, more organic phosphorus, more lecithin, than any other cereal food

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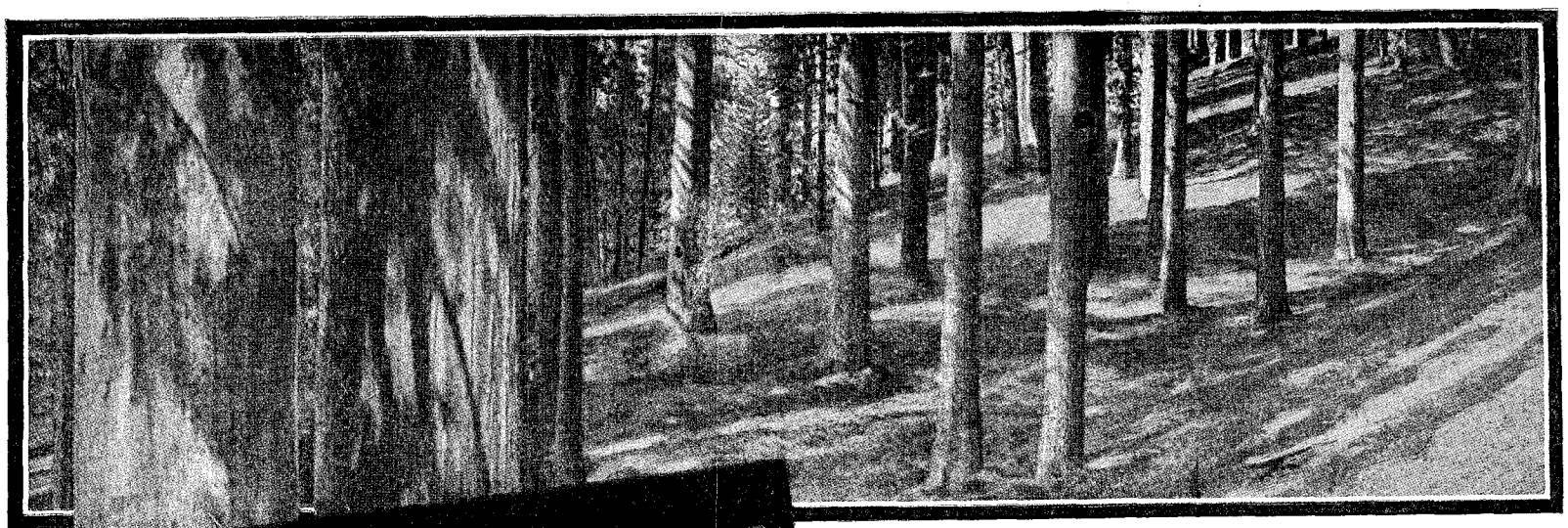

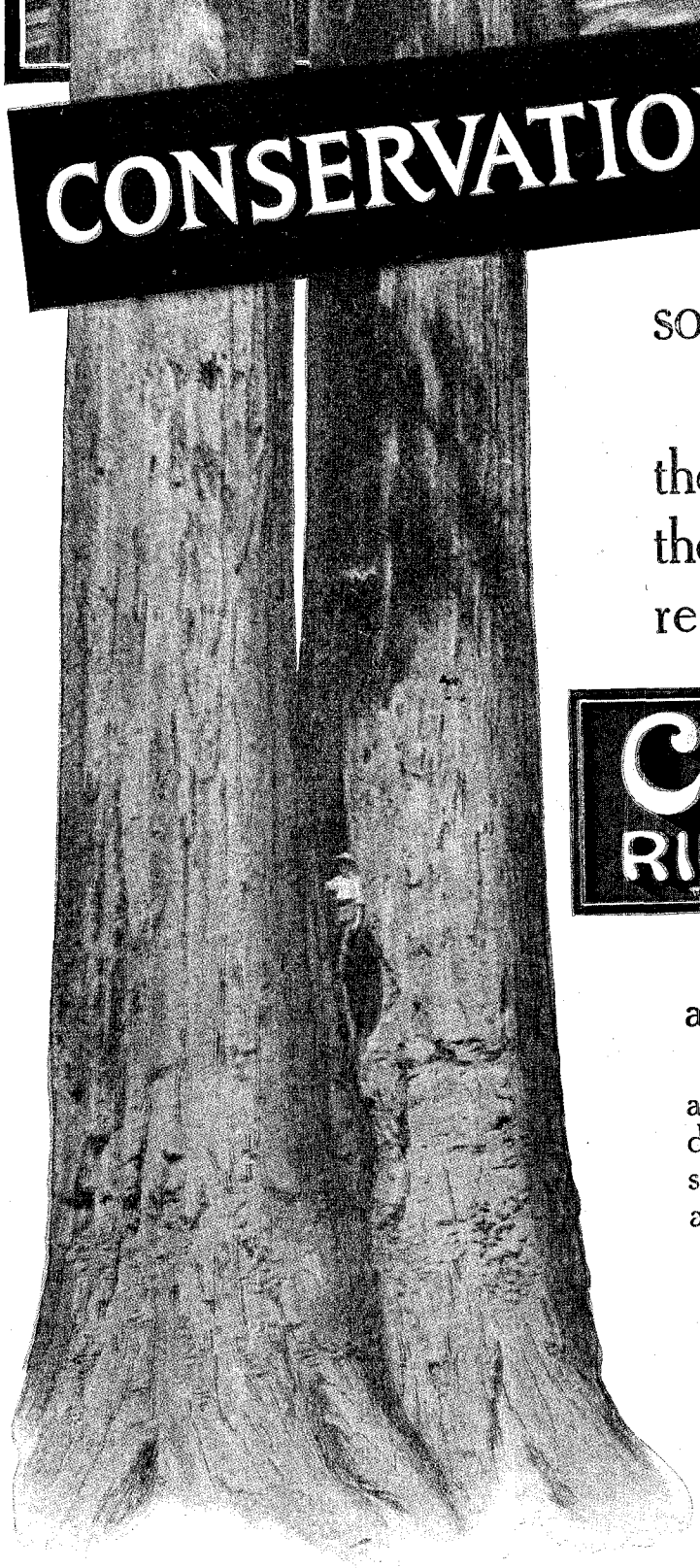

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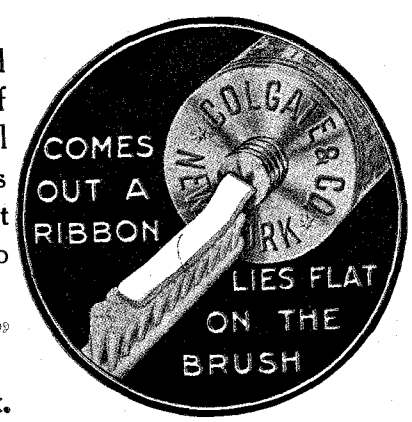

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